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Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

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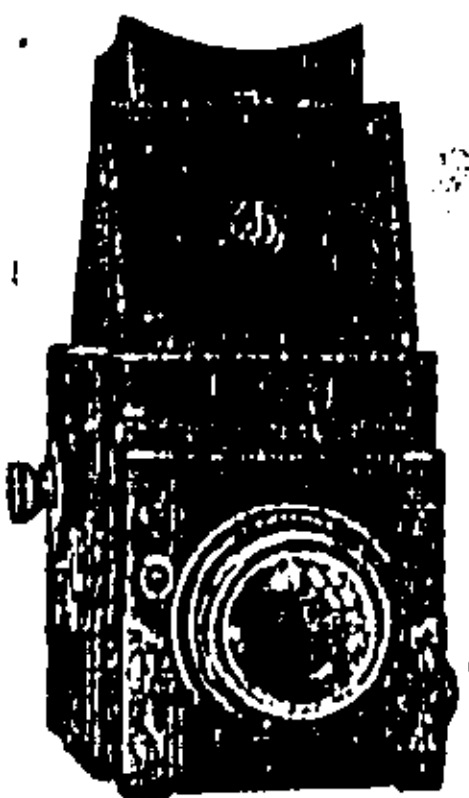
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CANTON PLANES.

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Canton, Yesterday.

It is learned from a reliable authority that the Far East Aviation Company in Hong Kong, lately contracted to deliver three Avion planes to the Canton Aviation School at Talsatou. The planes are without engines, being intended to replace other machines. They are of the same type as were supplied to the school last year, and as the school has a large stock of engines, it was unnecessary to order more. They are due to arrive in Hong Kong by the end of this month. Mr. Vaughan Fowler, the head of the Company, who recently made a trip to England, via Siberia, is understood to have returned to China—the latest news being that he is now in Shanghai. — Canton News Agency.

YOCOW OUTRAGE.

"Reds" Fire On British
Warship.

Hankow, July 4.
(Suppressed by Censor).
It is officially stated that Yochow was taken by "Red" troops yesterday. The British warship Teal was fired on by "Red" forces and two ratings were wounded. Their names are not known. H.M.S. Teal replied with heavy gunfire. The British warship was proceeding from Hankow to Yochow at the time of the outrage. — Reuter.

BRITISH LAUNCH SEIZED.

Shanghai, Last Night.
Great Red activity prevails at the north end of Tientsin Lake from Yochow to Shantou. The Communists fired on H.M.S. Teal, Bee, Scarab, and Guam near Chenglin. Two British bluejackets were wounded and one American killed. Jardine's launch Shun Wo was seized and burned. The Wuchang-Changsha Railway has been cut in numerous places. — Reuter.

"SO THIS IS LOVE."

Salisbury Company's
Great Hit.

APPRECIATIVE AUDIENCE.

Mr. R. B. Salisbury presented "So This is Love" before a large and appreciative audience at the Star Theatre last night. The show went with a swing throughout and Grant Anderson is to be congratulated on his fine rendering of a newly-married man on his honeymoon. His remarks, whether original or those set down in black and white, caused great merriment and helped the comedy in no negligible manner. He has been the most popular actor in the troupe of players and well deserves all show of appreciation for his sterling work in front of the footlights and behind the scenes.

John Mills was again successful in light entertainment, taking the part of an influential American citizen with creditable results. He has shown great versatility in all spheres of theatrical art, having acted in plays ranging from "Journey's End" and "Young Woodley" to musical comedy. His step-dancing was very entertaining and extraordinarily well done, considering the tropical heat experienced in Hong Kong.

Noreen Hamilton, as the attractive secretary of the Hon. Peter Maldon, proved a great attraction and her dainty dancing and sweet melodies captivated the large audience.

Edgar Owen is hardly suited to musical comedy after seeing his rendering of Captain Stanhope in

PEACE IN A MONTH?

Special Interview with
Chiang Kai-shek.

REBELS LOSING?

Nationalists Positive of Triumph in
Civil War.

Kweitch, Yesterday.

Marshal Chiang Kai-shek was interviewed by our representative yesterday morning at the picturesque Headquarters of Liuhou on the Lunghai Railway, 112 miles west of Hsuehchowfu.

The Generalissimo, who was in the best of humour and smiling happily, discussed the war frankly, and declared that Lunghai was the important front. The hostilities were proceeding as far as he could see, in the Government's favour.

The Government's positions were well fortified and they were meeting a steadily lessening resistance. The Government's object was not so much to gain ground or capture cities, but to eliminate the enemy as a fighting force.

Tactics Changed.

The Generalissimo declared that the war had been protracted because the enemy, who had attacked from the outset, had now changed their tactics and were remaining on the defensive. The Government, however, since the beginning of the war, had reduced the enemy's forces by three-quarters.

The Generalissimo expressed the opinion that hostilities would last at the most for another month.

Discussing the Shantung situation, Marshal Chiang Kai-shek emphasised that whatever forces the Northerners were sending across the Yellow River would not be allowed to return. Their fate would be settled in Shantung.

Threat to Yen.

"As soon as Yen Hsi-shan steps into Shantung it will be his doom."

Turning to the question of the Peking Hankow Railway, Chiang Kai-shek stated that Feng Yuxiang had originally planned to attack Hankow and had now abandoned the idea.

"I feel that we have reached such a point that wherever the enemy see the blue and white Nationalist emblem they refuse to advance. They have lost their morale."

Chiang Kai-shek declared that the Government had sufficient forces to subjugate the enemy without the assistance of Chang Hsueh-liang.

He added: "Anyone who defies the Government aims to destroy peace and the unification of China. Such persons must be exterminated."

Future Plans.

When the war is over he is planning to proceed with the unification of China step by step. There was nothing about Chiang Kai-shek to suggest that he had been wounded. He laughingly gave the lie to reports to that effect which had been circulated all over China. He is looking very sunburnt and fit and is distinctly cheerful.

The Quarter Master General of the National Armies declared in an interview that the Government food supplies were sufficient to last six months. — Reuter.

"Journey's End," but his efforts were not without merit.

Ronald Brantford gave a splendid display of acrobatic dancing and Betty Haro as Grant Anderson's wife gave a humorous and attractive sketch of a newly-married young lady.

All other members of the cast acquitted themselves well, and it is to be hoped that the Star Theatre will be packed for the last performance of the Salisbury season to-night when "Mr. Cinders," a musical comedy, will be produced.

V.R.C. FETE.

Midnight Race an
Innovation.

DIVING EXHIBITION.

The second night swimming gala of the Victoria Recreation Club, which was held in the Club bath last evening, provided plenty of entertainment for a large gathering of spectators.

An innovation in the swimming events was the midnight race, a new form of ladies' nomination. In this race the girls wore pyjamas, and the men were supposed to wear "nighties," but they were too shy to do it! Anyway, the event, which was swum with the lights out, caused much fun.

The men had to swim one length with lighted candles and hand them over to their girl partners who swam another length, the candles to be kept alight throughout. It was particularly difficult with a draught blowing across the bath, and many times competitors had to turn back to have their candles relighted. The event was won by Miss E. M. Booth and H. M. Remedios who succeeded in keeping their candle alight from

BOMB OUTRAGE.

Attempt To Blow Up
Shanghai Train.

Shanghai, Last Night.

An attempt was made to wreck the night express from Nanking to Shanghai last night, on which a number of prominent Government officials were travelling. A bomb placed on the railway lines exploded, wrecking several rails, but the train was not delayed. The station master at Changchew in time for him to stop the express, which was delayed for five hours. No arrests had been made. — Reuter.

start to finish. The second pair were Miss A. Fowler and W. Foraita.

Ed. da Roza's Fine Diving.

A fine diving exhibition was given by Mr. Ed. da Roza, a very clever performer, whose graceful diving was well applauded. He started with a combined dive in which he and another man dived from the high platform, whilst a third jumped off from the lower platform. It was clever team work, all three entering the water together.

Mr. da Roza's exhibition included the following dives: From Spring-board—Jack Knife, Back Jack Knife, One Somersault, 1/2 Somersaults, Flying Dutchman, same with a Somersault, and Handstand Dive. From Lower Platform—Swallow Dive, Jack Knife, Back Somersault, Handstand Dive, False Header, Flying Dutchman, and Back Swallow Dive.

The spectators were so persistent with their applause after the exhibition that Mr. da Roza had to give an extra dive from the upper platform before they were satisfied.

Mixed Team Race.

A mixed team race in which three teams competed provided much excitement, it being a ding-dong struggle right up to the last swimmers. One girl did exceptionally well, swimming against two men from the opposing teams. Of course, she had a few seconds' start, but she had to swim very hard to maintain her team's advantage. It was a very plucky fight, which was enthusiastically applauded.

The team captained by S. V. Gittins won the race. It included the Misses D. Avenell and A. Fowler and eight men swimmers. Included in the second team, captained by W. Foraita, were the Misses G. Dalziel and V. Allen.

Water Polo.

A fine night's sport closed with a water polo match between a Services team and a combination of Chinese swimmers. The Chinese won by three goals to one.

They had matters very much their own way in the first half and scored twice without reply. The

GUILTY OF FRAUD?

Queensland's Leader
Faces Grave Charge.

\$40,000 INVOLVED.

Resigns Office But Holds Denial
Truth of Allegations.

Sydney, Yesterday.
The Federal Treasurer, the Rt. Hon. Mr. Edward Granville Theodore, has resigned following the announcement of the findings of the Queensland Royal Commission of Enquiry into the circumstances attending the purchase of Mungana (Chillagoe) Mines by the Queensland Labour Government when Mr. Theodore was Premier.

The Commission finds that Mr. Theodore and another Labour ex-Premier, W. McCormack, also Mr. Goddard, who was Mines Manager of Chillagoe, were guilty of fraud and dishonesty in procuring the State to purchase mines for £40,000.

Mr. Theodore, interviewed, hotly denied the charges, which he declared, were the work of his political enemies. Mr. Theodore has made clear that his resignation will only operate until these charges are cleared up.

Premier's New Job.

Canberra, Yesterday.
It is understood that the Premier, the Rt. Hon. Mr. J. Scullin, will act as Treasurer in consequence of Mr. Theodore's resignation, but it is not yet known who will deliver the Budget. — Reuter.

[During the Federal election campaign Mr. Theodore boasted, or promised, as his opponents put it, that if Labour were victorious at the polls the mines would be open in a fortnight. That boast has been doomed to non-fulfilment, first by the limited industrial powers of the Commonwealth and the point-blank refusal of the Ministry to defy the Constitution and take revolutionary action, and secondly by the Ministry's declared policy of "no wages reduction."]

second half was very evenly contested, both sides netting once before the final whistle.

It was a pity that the Services did not find their stride earlier, as otherwise the Chinese would have been given a harder run for their money.

The scorers were: Chinese, Chan Ki-chung; Wong Shing-hing, and Leung Sui-man; Services, Earley (Somersault). After the swimming dancing was indulged in to music supplied by the Lyric Dance Orchestra, under the leadership of "Dicky" d'Almada.

RESULTS.

The full results were:—
50 yards Members' Handicap.—1, L. A. Soares; 2, L. Roza-Perelra. Time: 22.2/5 secs. There were four heats in this event, the first man in each heat being L. A. Soares (30.2/6 secs.), S. V. Gittins (27 secs.), R. Silva-Netto (28 secs.), and L. Roza-Perelra (29 secs.).

100 yards open to the Colony (Four Styles: Breast, Side, Back and Free).—1, W. Lawrence; 2, T. Pagot. Time: 78 secs.

50 yards Ladies' Handicap (Breast, Stroke).—1, Miss G. Dalziel; 2, Miss A. Fowler. Time: 40 secs. The other competitors were the Misses O. Dalziel and V. Allen.

One Length Swimming under Water.—1, W. Foraita; 2, L. Roza-Perelra. Time: 15 secs. There were five heats and those who qualified for the final, under the winners, were Ed. da Roza, L. A. Roza, and E. Lawrence.

Midnight Race.—1, Miss E. M. Booth and H. M. Remedios; 2, Miss A. Fowler and W. Foraita.

Mixed Team Race.—1, S. V. Gittins's team; 2, W. Foraita's team. Not timed.

Water Polo.—Chinese, 3 goals; Services, 1 goal.

AIRMEN MISSING?

Anxiety Felt for Fate of
Young Britons.

NO NEWS FOR TWO DAYS.

London, Yesterday.
Anxiety is felt for the fate of the British airmen Hook and Matthews. They left Akyab for Bangkok on Thursday, since when no news has been forthcoming.

It was thought that they might have continued their flight to Bangkok without touching Rangoon, but they have not arrived here. Search parties are being organised. — Reuter.

[A message from Allahabad on June 30 stated:—The airmen, Hook and Matthews, who are attempting a record flight from England to Australia, took off from here for Calcutta yesterday morning. They were forced to return, however, owing to strong head winds. They were further delayed by a leakage in the petrol tank.]

Things That Matter.

To-day's Diary.

Third Sunday after Trinity.

St. Peter's Day.

Soldiers' and Sailors' Home.

Service men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Ten Dance.—Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre—"Happy Days."

Central Theatre—"The Cocoon."

Star Theatre—"Slightly Used" (Matinee only); G. B. Salisbury presents "Mr. Cinders" at 9.15 p.m.

World Theatre—"My Man."

Majestic Theatre—"Cowboy."

J. Backmann and his Oriental Strollers.

Golf—Captain's Cup.

Lighting-up Time—7.11 p.m.

Tides.—High, 6.05 a.m. and 7.30 p.m.; Low, 1.20 p.m.

The Weather.

The weather forecast for today is as follows:—

South West winds; moderate; fair to showery.

Home Mails.

To-morrow—Outward, via Siberia (President Madison).

The Dollar.

Yesterday's closing rate for the dollar on demand was 1/3.

Factory Explosion

Death Roll Mounting Up.

London, Yesterday.

The death roll in the Yorkshire explosion now totalled twelve.

Three hundred houses were wrecked, rendering 600 people homeless.

The explosion occurred in one of the most congested areas in Castleford, in the chemical works of Messrs. Hickson and Partners, Limited, whose plants, extending to eight acres, were destroyed; the wreckage scattered over an area of a mile. Outside of the works hardly a window was intact in the town. — Reuter.

Rugby, Friday.

Ten men were killed and 14 were badly injured and a number of others sustained minor injuries in an explosion at the Dye Works at Castleford in Yorkshire. The building in which the explosion occurred was razed to the ground and the surrounding buildings were either wrecked or damaged by flying pieces of metal. Thousands of windows were shattered seven miles away, and people in the streets were badly cut by flying glass splinters. — British Wireless Service.

EMPIRE RUGBY.

Britain Defeated by New Zealand.

Christchurch, Yesterday.

New Zealand won the second Rugby Test against Britain by 18 points (2 goals and 6 tries) to 10 points (2 goals). — Reuter.

In the first Rugby Test game on June 21, the British touring team beat New Zealand by 6 points to 3.]

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Complete with brush, velvet pad
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ous perfumes. Special.
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and strong. Size: 20" x 40".
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EXCURSION TO MACAO.

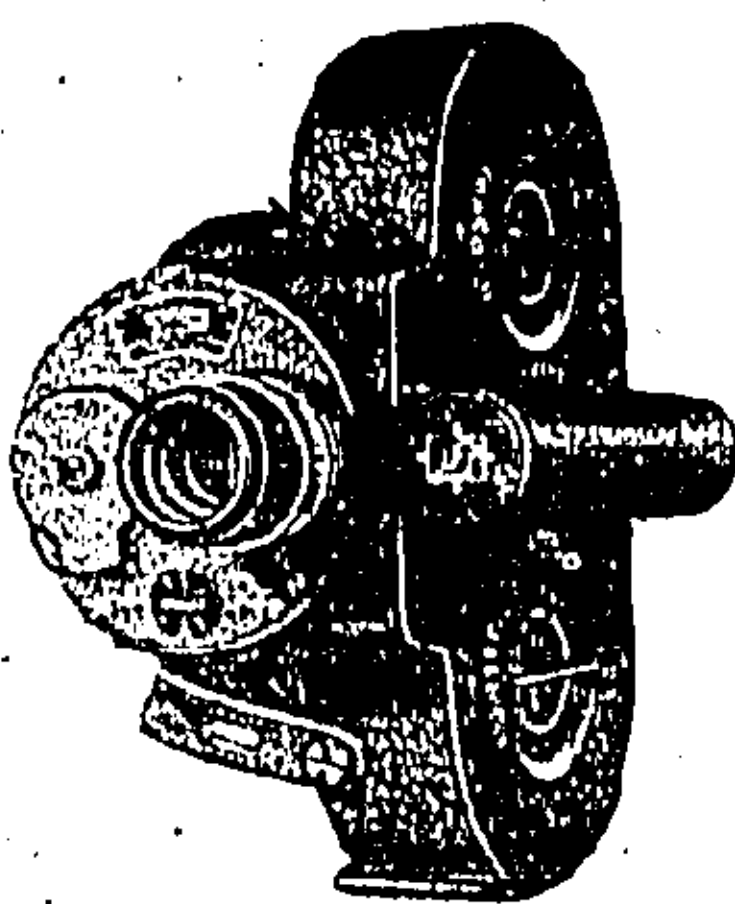
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HOME SPORT

GOLF

Bobby Jones on His Triumph.

"I don't think I was ever so happy about any golf event in my life," said Mr. Bobby Jones at the conclusion of the Amateur Championship.

"I wanted to win this championship, but there were times when I did not look like making good my one ambition, when the chances seemed to be slipping from me. I was not confident with my putter to-day; but then Roger was misleading them, and I began to feel that the difficult green must have something to do with it. My mind was made up to fight as well as I knew how. Now I have won the Cup I have played so hard and wanted so much to win. I've been lucky, but I'm glad. I shall do my best at Hoylake, but I shall not worry if I don't win there. This was the big thing for me."

Col. Skene, the captain of the Royal and Ancient Club, presented the Cup and medals on the balcony behind the first tee in the presence of a large crowd. He congratulated the new Champion. There were, he said, those who thought the Old Course was no longer fit for Championships, but Mr. Jones and all the best players said that the course was the best in the world. When they played other courses once they knew the holes, but on the Old Course the same hole provided a different problem every day. (Applause.)

Love For Old Course.

Mr. Bobby Jones, who was cordially received, said: "I must say how happy I am to have won this Cup. I have never worked harder or suffered more than in trying to get it. It has been said that I enjoyed the Tolly match, but, much as I love Cyril, I would not have been glad to see him in the next round. (Laughter.) I have said before that St. Andrews has been a little bit too good to me when I was lucky enough to win the Open here, but I want to say now that it has made me feel happier than ever in the past. The more I play the Old Course the more I love it. It is quite different from anything else in the world. There is just one St. Andrews, and I always like to get into its atmosphere. I feel in my heart I have been tremendously lucky this week. I say that quite frankly, but nevertheless I am awfully glad I have been lucky, and I am awfully glad I was lucky at St. Andrews."

Great Fun.

Col. Skene also congratulated Mr. Wethered on the golf he had played during the week, and Mr. Wethered, in reply, congratulated Mr. Jones, whom they all welcomed as the new Champion. It had been a great pleasure to play with such a great sportsman. (Applause.) He also congratulated the crowd on their splendid behaviour—(Laughter)—and the stewards for their work. "It has been great fun," he added, "and thank you very much indeed."

Colonel Skene then conveyed the apologies of Voigt and Lister Hartley, the other semi-finalists, who had to go away. Mr. Voigt, he said, played wonderful golf and would be a distinct menace to British golf now that Mr. Jones was getting so old. (Laughter.) Referring to the crowd, he said that it was only a section at the end who disturbed the welfare of the general body of the spectators.

A large crowd had waited for the presentation ceremony, for which amplifiers were placed in the balcony of the clubhouse overlooking the first tee. By this means the voices were thrown far down the course, and the speeches could be heard from the windows of houses and hotels in the vicinity.

The Mental Side of Golf.

In golf it is proved time and again that if one is in a nasty temper or in an indifferent mood then the golf suffers. It is really surprising how a golfer's game deteriorates if thoughts are disturbed. Why some players say golf is 75 per cent. mental can be quite understood.

Old players will tell you that it is always advisable to act as a second Cousin and when playing keep saying: "I am playing better and better." Whether the results prove the accuracy of the suggestion is open to question, but every golfer will admit that when he has doubted his ability to make a shot well, he has, as often as not, failed to achieve a good shot.

Alas Mitchell hits the nail on the head when he says no opponent should be treated lightly, but he regarded as a Bobby Jones or a Walter Hagen and all men be tackled in a spirit of real attack.

Players must be out to win every time and summon up confidence to make them swear they will win!

It is extraordinary what little things account for in golf. The grip, for instance. If it is the least faulty, then shots go awry. And "head up." Well, that has made more golfers curse than anything else one would imagine. Queer it is how often heads get up and the players are unaware of the fact! "Pressing" is another costly fault, so is the lack of decision when near the green or on it. How many shots have been wasted through a fear of over-running the green with the mashie apron, or over-running the hole with the putter? The great thing is to give the ball a chance: "Never up, never in!"

PICTORIAL GOLF INSTRUCTION

BY H. B. MARTIN

KEEP SOLID FOOTING ON IRON SHOTS.

JUST BEFORE THE BALL HAS BEEN HIT WITH THE IRON—THE FEET ARE BOTH SOLID ON THE GROUND



When we hit the ball with the iron it is necessary to hit from a solid base, that is, from a stance with both feet planted on the ground. The iron shot is more of a hit than the drive so therefore we must be prepared to use our feet as a foundation.

The left heel comes up of course with the pivot but it settles back on the ground before the club comes on to the ball. If we hit while off balance the shot will usually amount to nothing. We must settle ourselves in this position and let the clubhead do the work. The left leg acts as a stone wall defence against the body advancing until after the impact.

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FOOTBALL

London's Football Rivals.

Last football season there was some talk of the Arsenal Football Club being rather keen on changing the title of the club to that of City of London F.C. Indeed, it is understood a formal application was made to the Football League and it was turned down. Undoubtedly the object of Arsenal is to become the premier club of London and there will be many who will aver they have reached that height.

However, the Highbury folk will have serious challengers now. Chelsea, who have won promotion to the First Division, are showing their hand a little and the first sign of their intention to vie with Arsenal for the premier position in Town was the signing on of Hughie Gallacher, the great centre-forward of Scotland and Newcastle United. It has been stated that at least £10,000 was paid for his transfer, if not even more than that sum.

Chelsea do not lack sound finances and if they are going to indulge in team building on such lines, then Arsenal will not be the only London club to make the most of "showmanship" in football. Chelsea always get good support. The ground is one of the best in the country and the Stamford Bridge crowd is described by many players as the finest in the country, because it is so cosmopolitan; it has the least bias of any.

Then there are indications that Tottenham Hotspur are to make big efforts to get back to the First Division and occupy a position more in keeping with their proud record. Now Tottenham Hotspur, possess immense wealth and if they get busy in transfers, there will be rare rivalry in London.

SWIMMING.

Wonderful Endurance.

The powers of endurance of the human body are amazing and the ladies are making the men sit up and take notice because of their astonishing feats. Miss Amy Johnson became the Queen of the Sky with her wonderful flight to Australia and on the same day that Miss Johnson achieved her ambition, Miss Mercedes Gleitze put up endurance swimming record for Great Britain. At Sheffield she completed a test of no fewer than 36 hours' swimming.

Miss Gleitze never floated or touched the bottom or the sides of the bath at any moment. Throughout she employed the back and breast strokes and the trudgeon. Very few people would have the heart to attempt such a tremendous and nerve-trying ordeal. The physical strain is great, but that on the nerves is greater and the fight against sleepiness becomes almost pathetic.

Miss Gleitze likes plenty of music when going through her endurance tests in baths and has a special selection of gramophone records, which are put on at specified times, and in accordance with the state of her temperament. Thus, if she feels in need of something stirring to brace her feelings, the record of a lively piece of music is placed on the instrument.

On the other hand if more soothing airs are her need, then a song, such as "Just a Song at Twilight" is given, or, say the "Blue Danube" waltz. Those facts indicate anew the vast importance of the mental side of nearly all undertakings in sports and pastimes, as well as in industry.

Miss Gleitze's Records.

Miss Gleitze, who is 29 years of age and who was born at Brighton, has further adventures ahead. Shortly, she intends to tackle the Cook's Straits in New Zealand. Already she has a surprising list of achievements to her credit. She swam the English Channel in 1927 in 15 hours 15 minutes, and in the same year swam in stages from Westminster Bridge, London, to Folkestone, a distance of 120 miles. In 1928 she swam the Straits of Gibraltar.

Last year she swam:—

Across the Wash in Lincolnshire in 13½ hours.
Across the breadth of Lough Neagh in 13½ hours, and lengthwise in 20 hours 1 minute.
Across Loch Ryan, Scotland, in 3½ hours.
Across the Firth of Forth in 11 hours 20 minutes.
From Inishowen, Irish Free State, to Portadown, Ulster, in 8 hours, and from Portadown to Noville, Irish Free State, in 7 hours.
In May, in one week, she swam two periods of 35 and 36 hours respectively—a total of 71 hours—and covered approximately a distance of 60 miles.

CRICKET

The Manchester Guardian has held an Australian limerick competition, and below are some of the efforts, successful and otherwise:—

A gradely young lad is a'Beckett,
When a century's ca'd for 'e'll mek it;

'E's lively an' all
At chasin' a ball,
An' if 'e wicket wants 'ekin' 'e'll tek it.

Concerning a Cornstalk called Kippax,
I asked an old priest for tip; "Pax
'e'll be startled to see
What 'bills the spalpeen past your slip whacks!"

Said the youngest of all, S. M'Cabe,
"You'd have never foud rhybes to by nabe;

But you see, I suppose,
I've a cold id by dose
And I reckon that's part of the gabe."

There was once a person called Grimmelt,
Whose hat was so wide in the brim,
It
Offended our eyes
By its terrible size
Which was far beyond 'economy's limit.

A sad-eyed young batman, called Hornibrook,
Gave a slash, and his head meek
'e' fell in a hook,
With an air of deep pain,
He cried, "Run out again!"
And his partner he gave a most stern look.



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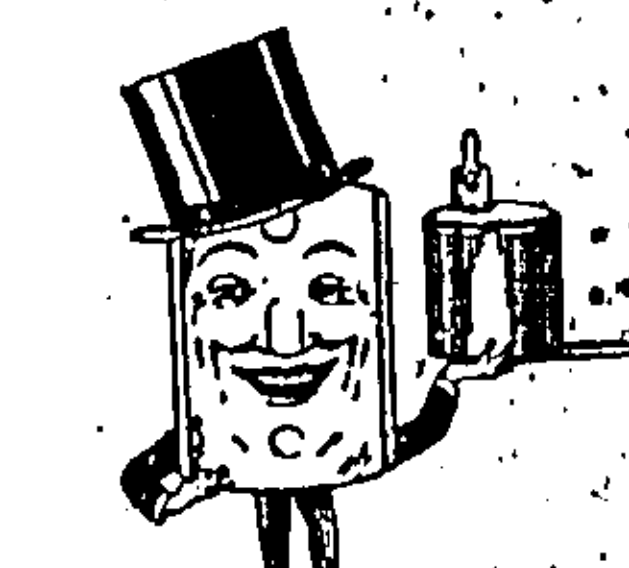
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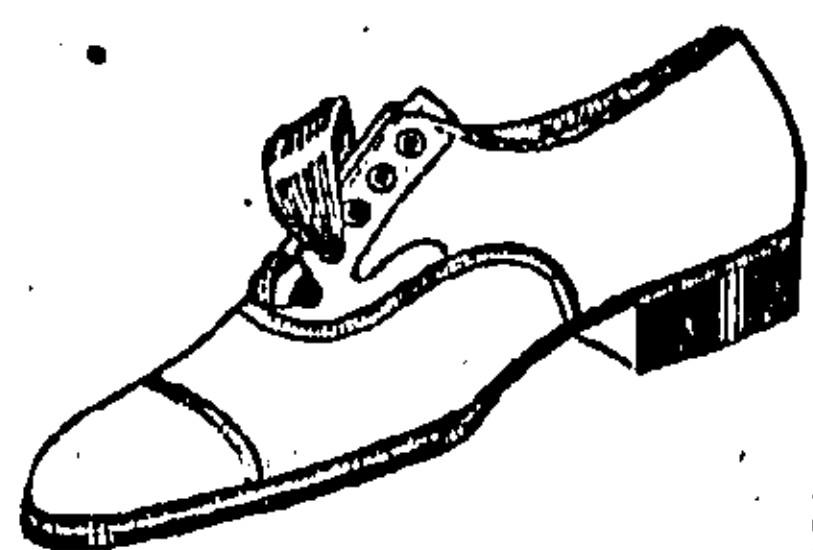
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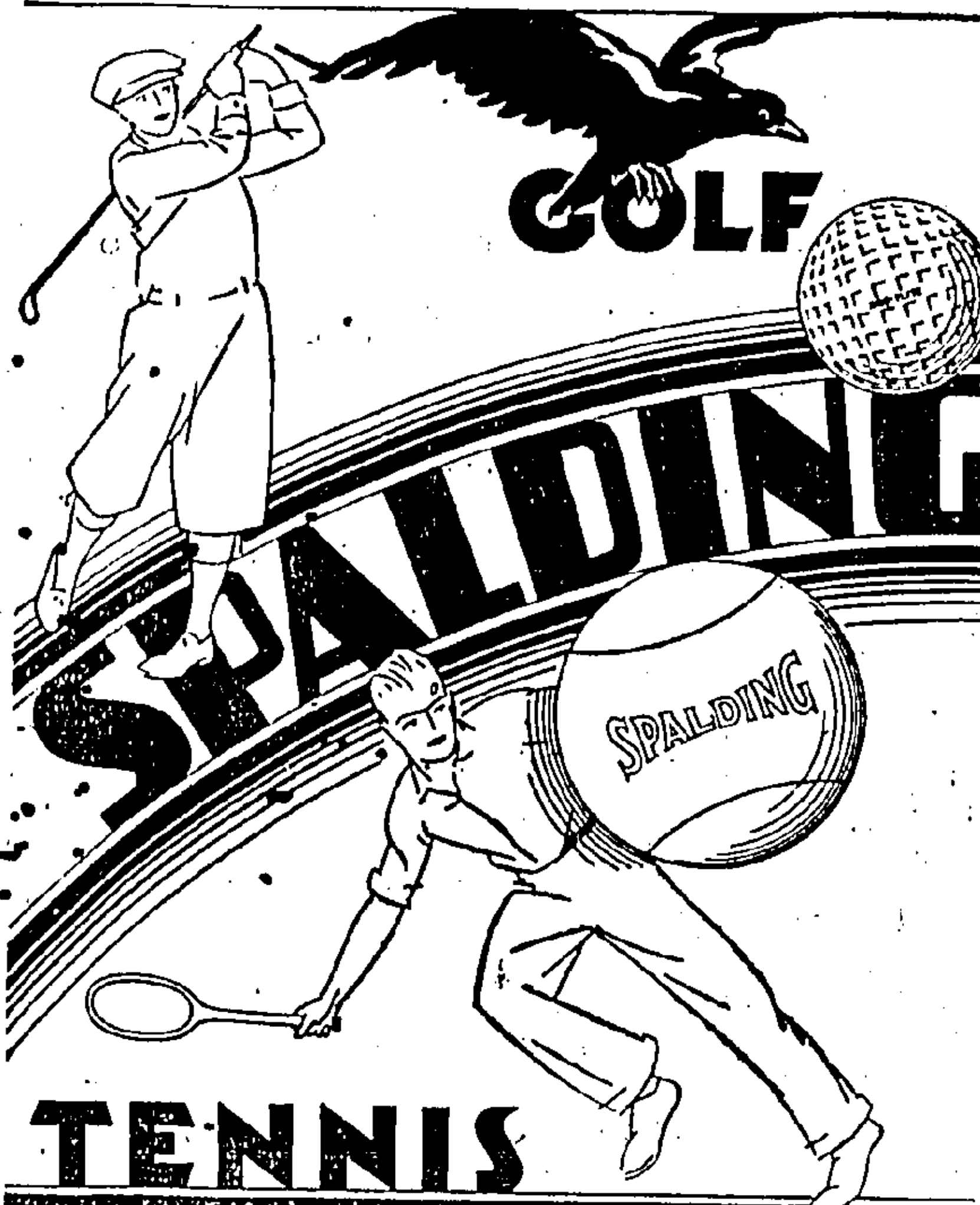
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LAWN BOWLS.

C.C.C. and C.S.C.C. Maintain Lead.

YACHT CLUB'S PROGRESS.

2nd Division Joint Leaders Lose Again.

Outstanding features of the Lawn Bowls League yesterday were the victories of the Craigengower C.C. and the Civil Service C.C. in the First Division thereby maintaining their lead, the second successive defeat of the joint leaders in the Second Division, and "doubles" for the Talkoo R.C. and the G.C.C.

Attention is focused on the 2nd Division Championship race, as the Yacht Club are within striking distance, being only four points behind the leaders but with a match in hand. The Club de Recreio, the Kowloon C.C. and the Talkoo R.C. are to be reckoned with, so that the championship is still very "open."

League I.

CRAIGENGOWER v. K.B.G.C.

At Happy Valley, the Craigengower C.C. defeated the Kowloon B.G.C. by 32 shots. Scores:—
 Craigengower. Bowling Green.
 E. Tuck. V. Chittenden.
 A. E. Coates. T. Ferguson.
 E. el Arculli. H. Nish.
 U. M. Omar. L. Guy.
 (Skip)20 (Skip)13
 F. J. Neves. N. Nichol.
 M. A. R. Sousa. West.
 D. Rumjahn. A. R. Whibley.
 B. W. Bradbury. H. M. H. McTavish.
 (Skip)25 (Skip)13
 W. T. Brightman. D. Muir.
 W. Collins. J. McIntosh.
 C. S. Rossale. E. W. L. Hogbin.
 R. Bana. A. M. Holland.
 (Skip)30 (Skip)17
 75 43

POLICE R.C. v. C.S.C.C.

On their own ground, the Police R.C. lost to the Civil Service C.C. by 28 shots. Scores:—
 Police R.C. Civil Service.
 W. McLeod. Jas. T. Dobbie.
 G. Alexander. L. E. Longbottom.
 R. Marks. C. Moss.
 J. C. West. J. J. Gregory.
 (Skip)15 (Skip)27
 A. E. Brittain. F. Jones.
 A. J. Johnson. S. E. Alderman.
 W. Hardy. A. O. Brown.
 G. Hargreaves. A. H. Oawick.
 (Skip)14 (Skip)21
 W. Glendinning. E. W. Simmonds.
 A. Reynolds. J. Orem.
 F. Nolan. J. Hollidge.
 R. G. Post. A. W. Grimmit.
 (Skip)11 (Skip)20
 40 68

T.R.C. v. RECREIO.

On their own ground, the Tai R.C. defeated the Club de Recreio by 14 shots. Scores:—
 Talkoo R.C. Recreio.
 G. McLeod. E. Barros.
 J. Sloan. Sr. P. Yvanovich.
 J. Laid. C. Lopes.
 R. C. Wallace. A. Ribeiro.
 (Skip)16 (Skip)19
 J. B. Chapman. H. A. Alves.
 F. Grimes. Soares.
 W. J. Ferguson. C. E. Gutierrez.
 (Skip)22 (Skip)11
 J. C. Chalmers. A. S. Gomes.
 J. C. Polson. L. C. R. Sousa.
 J. Russell. C. G. Silva.
 W. Wetherpoon. R. F. Luz.
 (Skip)23 (Skip)17
 61 47

KOWLOON DOCK v. K.C.C.

On their own ground, the Kowloon Dock R.C. lost to the Kowloon C.C. by 16 shots. Scores:—
 Kowloon Dock Kowloon C.C.
 P. C. Goodman. H. Gittins.
 G. Henderson. C. J. Tacchi.
 J. McKelvie. A. Hyde Lay.
 S. Gray. J. Fraser.
 (Skip)20 (Skip)32
 Craig. A. C. Burford.
 T. N. Mitchell. B. Petheram.
 H. G. Cooper. H. Overy.
 R. Lapsley. A. E. Silkestone.
 (Skip)14 (Skip)20
 J. V. Ramsay. E. C. Fincher.
 A. Calman. J. Howe.
 W. Greig. W. Hyde.
 F. Cullen. J. C. Lynl.
 (Skip)26 (Skip)24
 60 76

League II.

K.B.G.C. v. CRAIGENGOWER.

At Kowloon, the Kowloon B.G.C. lost to the Craigengower C.C. by 35 shots. Scores:—
 Craigengower. Kowloon B.G.C.
 Stenhouse. D. K. Kharas.
 E. Hogg. F. A. Dixon.
 G. Hogg. R. C. Reed.
 G. E. Roylance. W. Gill.
 (Skip)14 (Skip)28
 Roberts. W. R. McBride.
 Shepherd. W. R. Modi.
 W. A. Hale. J. Abbas.
 D. W. Phillips. J. Cavanagh.
 (Skip)12 (Skip)30

C. Chambers. F. Finner.
 G. Thompson. A. L. de Sousa.
 H. Rose. E. Zimmern.
 W. S. Drake. J. Carr.
 (Skip)12 (Skip)20
 38 73

C.S.C.C. v. YACHT CLUB.

At Happy Valley, the Civil Service C.C. lost to the Royal Hong Kong Yacht Club by two shots. Scores:—
 Civil Service. Yacht Club.
 L. R. Whant. E. B. Reed.
 W. Bickford. A. T. Hamilton.
 J. Massey. B. E. Maughan.
 J. R. Archibald. A. Chapman.
 (Skip)22 (Skip)16
 J. Willmott. A. Stevenson.
 R. R. Wood. S. Deacon.
 F. H. Holdman. P. W. Ramsay.
 F. H. W. Haynes. A. Macfarlane.
 (Skip)14 (Skip)16
 P. E. Knight. E. S. Abraham.
 H. Westlake. A. Murdoch.
 L. E. Holland. E. W. Carpenter.
 W. E. Hollands. A. L. Shields.
 (Skip)16 (Skip)22
 52 54

K.C.C. v. ELECTRIC R.C.

On their own ground, the Kowloon C.C. lost to the Electric R.C. by nine shots. Scores:—
 Kowloon C.C. Electric R.C.
 W. Borrowman. A. Tarbuck.
 L. Jeeves. D. S. Hill.
 F. E. Lawrence. F. F. Duckworth.
 (Skip)22 (Skip)21
 J. S. Dinnen. W. Stoker.
 G. C. Harrison. T. P. Sanderson.
 T. W. Carr. S. J. Clarke.
 L. J. Blackburn. W. H. B. Musket.
 (Skip)11 (Skip)22
 O. B. Raven. G. T. Padgett.
 A. J. Kew. V. Sorby.
 W. W. Hirst. H. Hatch.
 J. M. Jack. A. F. Paul.
 (Skip)24 (Skip)23
 57 66

RECREIO v. TAIKOO.

At King's Park, the Club de Recreio lost to the Talkoo R.C. by six shots. Scores:—
 Recreio. Talkoo R.C.
 F. V. Ribeiro. K. McIntyre.
 J. M. S. Rosario. W. Brown.
 E. M. Remedios. G. H. Stewart.
 F. A. Silva. H. McKeechle.
 (Skip)25 (Skip)31
 M. Baptista. T. Swan.
 R. Roberts. W. Cunningham.
 C. Alves. S. Amery.
 A. E. S. Alves. D. C. Walsley.
 (Skip)27 (Skip)9
 D. Basto. T. Stainton.
 A. Barros. C. Summers.
 J. Ozerio. W. Bell.
 A. H. Basto. D. Munro.
 (Skip)18 (Skip)31
 65 71

LEAGUE TABLES.

The positions in the League to date are:—

Division I.				
	P.	W.	D.	L. Pts.
Craigengower C.C.	9	8	0	1 16
Civil Service C.C.	9	8	0	1 16
Talkoo R.C.	9	5	1	3 11
Kowloon B.G.C.	8	4	0	4 8
Kowloon C.C.	8	4	0	4 8
Club de Recreio	8	3	1	4 7
Kowloon D.R.C.	0	2	0	7 4
Police R.C.	0	0	0	0 0

Shots For and Against.				
	For	Agst.	Up	Dn.
Craigengower C.C.	593	484	129	0
Talkoo R.C.	537	468	79	0
Civil Service C.C.	546	468	78	0
Club de Recreio	471	468	8	0
Kowloon D.R.C.	545	537	8	0
Kowloon B.G.C.	454	471	0	17
Kowloon C.C.	541	591	0	50
Police R.C.	412	447	0	235

Division II.

	P.	W.	D.	L. Pts.
Kowloon B.G.C.	9	7	0	2 14
Civil Service C.C.	9	7	0	2 14
Yacht Club	8	5	0	3 10
Club de Recreio	9	4	0	5 8
Talkoo R.C.	9	4	0	5 8
Craigengower C.C.	8	3	0	5 6
Electric R.C.	9	2	0	7 4

Shots For and Against.

	For	Agst.	Up	Dn.
Kowloon B.G.C.	600	489	111	0
Civil Service C.C.	580	505	84	0
Yacht Club	500	438	62	0
Club de Recreio	546	530	1	0
Kowloon C.C.	539	580	0	27
Craigengower C.C.	524	597	0	43
Talkoo R.C.	435	508	0	73
Electric R.C.	480	601	0	115

WIMBLEDON TENNIS.

Victory of Mrs. Moody and Miss Ryan.

DOUBLES FINAL.

London, Yesterday.
 At Wimbledon, in the doubles final to-day, Mrs. Helen Wills-Moody and Miss Ryan defeated Miss Edith Cross and Mrs. Sarah Paley 6-3, 9-7.—Reuter.

U.S. BASEBALL.

Double-Header Games Results.

New York, Yesterday.
 Eight double-headers game were played to-day in the National and American Leagues. The results are as follows:—

National League.		
New York	5	Brooklyn
New York	2	Brooklyn
Philadelphia	7	Boston
Philadelphia	7	Boston
Pittsburgh	1	Chicago
Pittsburgh	5	Chicago
St. Louis	15	Cincinnati
St. Louis	6	Cincinnati

American League.

Chicago	3	St. Louis
Chicago	0	St. Louis
Boston	7	Philadelphia
Boston	2	Philadelphia
Detroit	5	Cleveland
Detroit	4	Cleveland
Washington	8	New York
Washington	7	New York

TO-DAY'S GOLF.

Starting Times at Fanling.

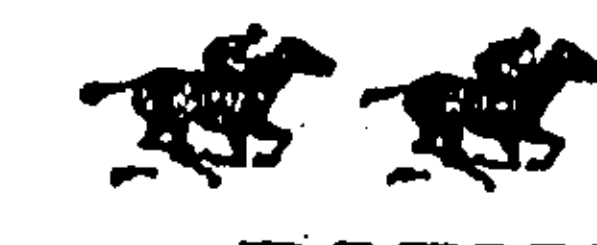
The Royal Hong Kong Golf Club notices the following starting times for to-day:—

9.24	A. Leach. A. E. Lissaman.
9.24	A. C. I. Bowker. G. S. Hugh Jones.
9.28	M. G. Mills. W. J. Clerk.
9.32	G. W. Reeve. L. G. Holmes.
9.36	W. C. Shields. W. J. Holt.
9.40	Capt. Williams. Capt. Muir.
9.44	L. Yates. A. G. Coppin.
9.48	H. C. Shrubsole. H. A. Lammert.
9.52	D. Forbes. A. D. Humphreys.
9.56	I. H. Geare. Capt. Weir.

FOOTBALL.

Meeting of Association's Council.

A meeting of the Council will be held in the Association's Office, 4th floor, French Bank Buildings, at 5.30 p.m. on Tuesday.
 The business includes the election of an Appeals Board, Emergency Committee, League Management Committee and Referees' Committee.

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ARE YOU A FLEMING?

SCOTLAND'S DEBT TO THE PEOPLE OF FLANDERS.

AN IMPORTANT CLAN.

One impression an innocent Scottish reader might get from a too-cursory glance at a two-volume work just published by Jackson, Wylie & Co., Glasgow, entitled, "Flemish Influence in Britain"—it is that we have in our national history hitherto strangely overlooked a most important clan. There is no Fleming tartan, no Fleming Clan Society; no one claims the Calofahip of the tribe. Yet Flemings for hundreds of years have been resident, however sparsely, in most shires of the country. Half those who bear the name have no suspicion that it signified originally an alien in-comer to this country, one distinctively as foreign as if his family name were "Hessian."

So Scottish-sounding is "Fleming" that north of the Tweed we are apt to think of it as peculiarly native to ourselves, like "Campbell," "Cameron," or any of the "Mac"s. But an examination of the Glasgow Telephone Directory will show that only about 70 Flemings are included there, as compared with about 210 Campbells, 150 Camerons, and 3,000 Macs, from which we may surmise that numerically the Flemings of Scotland have never been of first-rate importance.

Their number throughout Scotland to-day looks the more insignificant when we reflect that it is all that remains identifiable after centuries of colonisation here and inter-marriage with the native Scots.

The Craftsman.
 Mr. J. Arnold Fleming, author of "Scottish Pottery" and "Modeling and Pottery Painting," is one of the Glasgow Flemings in whom a tincture of Flemish blood is probably all that survives in the flood of really Scottish nationality that sweeps through his veins.

But of that tincture he is, as an artist craftsman bound to make the most in his latest book, "Flemish Influence in Britain," though it has involved a vast amount of research extending back to the Middle Ages. The Flemings—or, as one might say, the Craftsmen—were distinguishable, prominent, and at a high stage of civilisation on the Continent of Europe at a time when the arts of peace in Scotland were as little advanced as they are to-day in Patagonia. They had famous towns of large population, flourishing industries, and powerful democratic rule—such as Ghent, Bruges, Ypres, Courtrai, Valenciennes, and Lille—as early as the 10th century.

They were essentially people of the plains and town-dwellers, which accounts for the fact that, though frequent migrants to England and Scotland, and settlers there for ages, they have always been un-clannish men whose identity was soon lost in the Highlands. If it was ever very marked, it has to be remembered, of course, that not all incomers of Flemish or Belgic origin used the racial designation "Fleming" as a name; indeed, those who did so must have been a mere fraction of the whole. That conscription minimises the value of family names as a statistical factor in any research into the origins of so mixed a race as the British people. During the latest European War, great numbers of Belgian refugees found permanent homes in Britain under family names which give no hint that they may be more unmistakably "Flemings" than any of their cognomen in our city directories.

Good Mixers.
 Nevertheless Mr. J. Arnold Fleming has handsomely justified his essay in proving that Flemish influence on the British people, its social and political history, its arts and industries, owes far more to the people of Flanders than our own national histories would indicate. There are, doubtless, far more Flemings in England to-day than there ever were in Scotland, though it was not always so. They had fought for their adopted country in the wars of Scottish Independence. A great proportion of them had come to the East and North-East parts of Scotland—to Aberdeen-shire, Angus and the Mearns, the Lothians, and Edinburgh. They were first-class "mixers," temperamentally, physically, and in "dourness" and independent spirit, the very stuff for blending with the native character. It was to cut peaceful Fleming invaders was mainly owe the beginnings of our trade in wool and cloth; most of our ideas of the finer metal, pottery, and glass things; beautiful fabrics, and the elegances of domestic life in general.

(Continued at foot of next Column.)

BLUE LONDON!

Passing of Night Clubs.

DEPRESSING DULLNESS.

Dullness is now in possession of the London night clubs, says a correspondent. Jaded souls still flock to them, but since the police have curbed the effervescent spirit of those who used to control "night life" in the West End, the gaiety is forced, the amusement tawdry, the drink soft.

Men and women in evening dress crowd round shilling-in-the-slot machines and laugh as they throw away pounds. Women stamp on the dance floor, and men sniff significantly at their soft drinks. It is a pathetic spectacle of people eagerly spending, anxious to do anything for "excitement."

There is no difficulty in getting into one of these clubs. For ten shillings and a signature you may dance in a basement all night if you are willing to pay your dancing partners.

At little tables round the floor, under softly-shaded lights, the girls sit waiting. A band plays unceasingly from a small alcove. "Not A Drop!"

A waiter, unshaven, hollow-eyed (as though he had not slept for a week), hovered expectantly around my table (writes the correspondent).

"Can I have a drink?" I asked him. "Yes, sir. Lemon squash, coffee, or orangeade?"

"A drink," I said. The waiter eyed me suspiciously. No, sir. "Impossible."

He leaned over and whispered into my ear. "There isn't a drink in the place. It's searched every night before we open. Not a drop, sir."

Then a man at the next table made a swift movement. He slipped up the tail of his coat, and I caught a glimpse of a small bottle of whisky.

He tipped some of the contents into a glass of lemon squash. Catching the eye of a girl in a corner he motioned her to come and sit with him, tapping his hip pocket significantly. She came, and I heard him order another lemon squash.

Police Visits.
 I went to the ground floor, but there the barman was equally emphatic in refusing all demands for alcoholic drinks. A cloak-room attendant was interviewed.

"The police are so strict," he said, "always hanging round here, watching. Two or three here to-night."

The machines were doing brisk business. All one had to do to get the big drill to insert a shilling and pull a handle.

Three revolving wheels were not in motion. Prizes are paid out by the machine in shillings, if the devices on the wheels form a certain combination when they stop moving.

Odds of twenty to one were laid by one machine against a winning combination. I saw a man lose thirty shillings in less than two minutes.

Women were egging on men to put shillings in for them, and when small wins of two or four shillings were recorded they made grabs for the coins.

As soon as I went near the machines two pretty girls in evening dress came running up.

Hectic Finance.
 "Oh, do give me a shilling," cried one. I put a shilling in the slot and won four. "Now give us one each, and we'll give you half what we win."

But the machine was relentless—it did not lose for long. On the dance floor the band was still playing jazz, and playing it well.

An insignificant little man was dancing with a tall brunette, whose face was a mask of paint and boredom. A blonde wore a daintily low-cut dress. Another girl had her arms round a man's neck.

The thinkle of a shilling, a whiff of faded scent, and a tired laugh followed me into the street.

No Need of Tartan.
 Any Scot called Fleming may well dispense with a tartan, a sash, or a chief with a patronymic and a great baronial estate; the name in itself is very fair evidence that in his ancestry were quite as good men as ever spoke the Gaelic, men far more worthy of remembrance than Rob Roy, in spite of his braggy motto "Rob Roy's my race."

The story of the Flemings in Britain, particularly in Scotland, is no chronicle of food and rapine, bloody reprisal and greed for land, but Mr. Arnold Fleming, in his two handsome volumes, has made it more interesting than any history of the clans. It has a characteristically lively preface by Mr. Cunningham Graham, a descendant of the last Fleming, or Fleming of Cumbernauld, and is amply illustrated.

LAWN TENNIS.

University Surprise Hong Kong C.C.

ADVERS UNAFFECTED.

German Provide Anxious Moments for I.R.C.

Yesterday's results in the Lawn Tennis League did not affect the present positions in any of the three divisions, as the leaders, in each case, as in the previous week, were not engaged.

In one of the two fixtures in the "B" Division, the University spring surprise on the Hong Kong C.C. whom they convincingly defeated.

The Indian R.C. were given a few anxious moments by the German T.C. in the "C" Division, as the latter, the lowest-placed team in the League, fully extended the erstwhile formidable Sookumpoo combination.

The Nippon Club were no match for the H.K.C.C., whilst South China overwhelmed the Kowloon I.T.C.

RESULTS AT A GLANCE.

"B" Division.

University	6	Hong Kong C.C.	3
Mitsui Bussan Kaisha	7	Kowloon C.C.	2

"C" Division.

Nippon Club	2	Hong Kong C.C.	7
Indian R.C.	5	German T.C.	4
South China A.A.	9	Kowloon I.T.C.	1

"B" Division.

UNIVERSITY v. H.K.C.C.

At Pokfulam, the University defeated the Hong Kong C.C. by six sets to three. Scores:—

D. K. Samy and D. J. N. Anderson (University) :—	
lost to T. C. Monaghan and L. T. Riddle	3-6
beat W. M. Barton and D. Ellis	6-1
beat J. D. Humphreys and R. H. Wild	6-0
G. E. Yeoh and P. P. Kho (University) :—	
beat T. C. Monaghan and L. T. Riddle	6-3
beat W. M. Barton and D. Ellis	6-4
lost to J. D. Humphreys and R. H. Wild	6-8
Y. K. Ng and F. Y. Khoo (University) :—	
lost to T. C. Monaghan and L. T. Riddle	3-6
beat W. M. Barton and D. Ellis	6-3
beat J. D. Humphreys and R. H. Wild	6-1

M.B.K. v. KOWLOON C.C.

On their own ground, the Mitsui Bussan Kaisha defeated the Kowloon C.C. by seven sets to two. Scores:—

Secres:—	
T. Imura and T. Fujimori (M.B.K.):—	
beat W. M. Gittins and Hambley	6-3
beat W. Brown and G. C. Burnett	6-1
beat F. B. Grose and Ram- sey	6-1
S. Fukushima and G. Nakamura (M.B.K.):—	
lost to W. M. Gittins and Hambley	6-7
beat W. Brown and G. C. Burnett	6-3
beat F. B. Grose and Ram- sey	7-5
T. Yamada and K. Matsuo (M.B.K.):—	
lost to W. M. Gittins and Hambley	3-6
beat W. Brown and G. C. Burnett	6-4
beat F. B. Grose and Ram- sey	6-1

"C" Division.

NIPPON CLUB v. H.K.C.C.

At King's Park, the Nippon Club lost to the Hong Kong C.C. by two sets to seven. Scores:—

R. Ishibashi and C. Kawano (Nippon):	
lost to C. H. Bradley and G. E. R. Divett	8-10
lost to H. Nyhoff and A. N. Block	0-6
lost to M. W. Turner and V. R. Gordon	6-7
T. Hata and T. Sato (Nippon):	
beat C. H. Bradley and G. E. R. Divett	0-3
lost to H. Nyhoff and A. N. Block	4-6
beat M. W. Turner and V. R. Gordon	7-5
T. Takemasa and Z. Inagaki (Nippon):	
lost to C. H. Bradley and G. E. R. Divett	3-0
lost to H. Nyhoff and A. N. Block	1-6
lost to M. W. Turner and V. R. Gordon	2-6

CANCELLING OUT CANCER.

German Biologist's View of Heredity.

EXPERIMENTS ON MICE.

The biologist and mathematician, Dr. Felix Bernstein, has submitted the result of his researches into the hereditary nature of cancer to Berlin Medical Society. These results have aroused a good deal of interest in the German medical world. Briefly they amount to this. For many years American cancer research workers have tried to determine the hereditary or non-hereditary character of the disease by following its occurrence or recurrence in generation after generation of men. Such experiments are, of course, common enough in Europe, only in America they have been conducted on a large scale.

Thus Leo Leob (the brother of the great Jack Leob) attempted to generalise on data derived from the examination of more than 50,000 mice, while Miss Maud Flye, after having studied many generations of mice comprising hundreds of thousands of individual animals, tried to show that heredity in cancer follows quite simple rules.

Dr. Bernstein's special work has been the statistical study of heredity, and, with the help of the "Notgemeinschaft der Deutschen Wissenschaft" (a German Government association) he was able to visit America and make a study of the vast statistical material which had accumulated there without leading to any satisfactory generalisation. His thesis, which he gave in detail is that cancer is not only hereditary but even the time at which it appears is hereditary—that is to say, an hereditary factor determines whether a malignant tumour appears early or late in the life of the individual. Dr. Bernstein repeats the often-stated theory that cancer increases in so-called "cancer families" in the course of generations.

"Hereditary Cancer," follows a simple rule within the framework of the Mendelian law. The hereditary disposition or tendency to cancer involves a so-called "recessive" factor which does not always become active in the individual who has inherited this disposition on to his offspring. The recessive cancerous factor can be cancelled by a non-cancerous factor. Every individual receives from his two parents two factors that make up every hereditary characteristic. If one of the parents is free from the cancerous factor—that is to say, in possession of the non-cancerous—the cancerous factor is cancelled and he has no disposition towards the disease.

It is this dominance of the non-cancerous factor that explains why offspring do not inherit the disease if either the father or the mother is free from it. But if both parents have the cancerous factor, so that two recessive factors coincide, then the cancerous disposition is inherited. Even so, certain irritants, the nature of which is unknown, are necessary to produce a malignant growth, but these irritants would seem to be normally present or else cancer would not show itself with mathematical accuracy, so to speak, in those who have inherited the disposition. The hereditary nature of cancer is not a reason to despair of curing it, for a number of hereditarily determined diseases are being combated successfully by various means.

EASTERN PORTS

DETAILS OF EPIDEMIC DISEASES.

The health bulletin of Eastern ports for the week ended June 28, issued by the Director of Health, gives the following cases:

Plague	Alexandria: 4 cases, 5 deaths.
Port Said: 1 case.	
Bombay: 1 case.	
Bagdad: 4 cases.	
Phnom-Penh: 1 death.	
Beirut: 1 case.	
Cholera	
Calcutta: 77 cases, 63 deaths.	
Rangoon: 2 cases, 1 death.	
Dangkok: 1 case, 2 deaths.	
Phnom-Penh: 14 cases, 6 deaths.	
Saigon: 5 cases.	
Small-pox.	
Bombay: 19 cases, 10 deaths.	
Calcutta: 35 cases, 30 deaths.	
Cochin: 1 case.	
Karachi: 1 case.	
Madras: 8 cases.	
Moulmein: 6 cases, 1 death.	
Nepanthal: 1 case.	
Rangoon: 2 cases, 1 death.	
Penang: 3 cases, 1 death.	
Shanghai: 1 death.	
Cerebro-Spinal Fever.	
Shanghai: 2 deaths.	

"AMY" AS A GROUND ENGINEER.

How Girl Pilot Gained Experience.

HARD WORK AND NO PLAY

Seven forty-five a.m. "Good morning"—me brightly. "You're late!"—Boss booming. "We start work at 7.30 sharp. You'll not put foot inside this hangar to-day. You can go right home again!" (This is delivered in an "engineer's choicest," but I thought I'd better translate). "Sorry, I'll never be late no more." I slip round the hangar door. Up comes a huge gum-boat and my leather coat behind takes on a slightly muddier look than usual. But—I'm inside writes Miss Amy Johnson in the current issue of Air.

On with the overalls—slightly soiled, I'm afraid—and up the steps I go, armed with grease gun, oil squirt, spanner, and the like, for an engine awaits my personal attention. First I wash it down—with every minute the engine grows cleaner and I dirtier. Tug—tug—tug—petrol filters do so object to being unscrewed. There! I've knocked flat the last of my "once-pointed" finger nail! "Hi, mate, help!" shout I to my overall-covered neighbour up the steps at the next machine. "Help yourself—to a bigger spanner!" Most obliging and encouraging!

A large heavy spanner somehow drops from my engine. I watch it get larger and heavier all the way down from the top of the engine, right down to the big toe of the Boss's foot! Wonderful rhetoric bursts from his lips. Suddenly he stops and turns to me as I listen in awe, wondering for the hundredth time when I shall be proficient enough to be awarded an engineer's licence. "Did you catch any of that?" "Oh no, I didn't hear a word. I must be more careful," you said?

Early Breakfast.

My, but I'm hungry. Ladies don't cater for breakfast at 7 a.m. Hurrah! It's time for our cup of tea. In we all troop to the kitchen and take up our stand round the table. A huge cup of tea and thick cheese roll refresh and strengthen us for the rest of the morning's work.

Back roll the hangar doors, and a procession of six yellow machines, each tail hoisted high on the shoulder of a mechanic, marches out on the tarmac. Props are swung, and engines are left to warm up. Meanwhile, I don scarf and cap ready for running up my engine, for it's some cold job! Then over to the petrol pump the machine must be taxed and back again to the sheds, where I line it up with the rest—all awaiting the arrival of the two instructors for test at 10 a.m.

One part of the day's work over. A boy is detailed to stay out on the aerodrome to start machines, look after the member's comfort (i.e., supply them with cushions, etc.), and the rest of us—Engineer No. 1, Engineer No. 2, a boy, and I—return to the hangar for our instructions.

From Housework to Engines.

"Jim—get on with those pistons." (We're overhauling an engine in the engine shop). "John" (that's me), "sweep out the hangar and tidy up the office." Ugh, I thought I'd fled from housework to learn engines! But Engineer No. 1's word is law, so, armed with a broom bigger than myself, I set to work. The hangar has never before seemed so immense. However, patience is at last rewarded, and I reach the far corner (not to leave the rubbish there—I tried that once!)

My next job is to scrape carbon off a cylinder head. "Two of these should be finished in an afternoon," I'm told. Mine looks like taking a week. Anyhow, it's dinner time before I've made any noticeable impression on its blackness. (The blackness, incidentally, has made a most noticeable impression on me!)

We have an hour for lunch, and it flies all too quickly in eating, joking, and talking "shop."

The afternoon passes uneventfully, except for a newspaper man, who arrives and asks to see the "Lady Engineer." Everyone looks blank. "No lady here!" I emerge, rubbing dirty hands on the seat of my overalls, and join in the search. But when I wash my hands and face for tea, my secret is discovered. "You want to know what I've done?—No?—What I wear. Oh, I see. Well, I wear overalls over my clothes, and over my overalls, oil, grease, dirt—"

But he's gone. He doesn't seem to like the things I tell him, so away he trots to make it up for himself. Spanners and Powder Puffs.

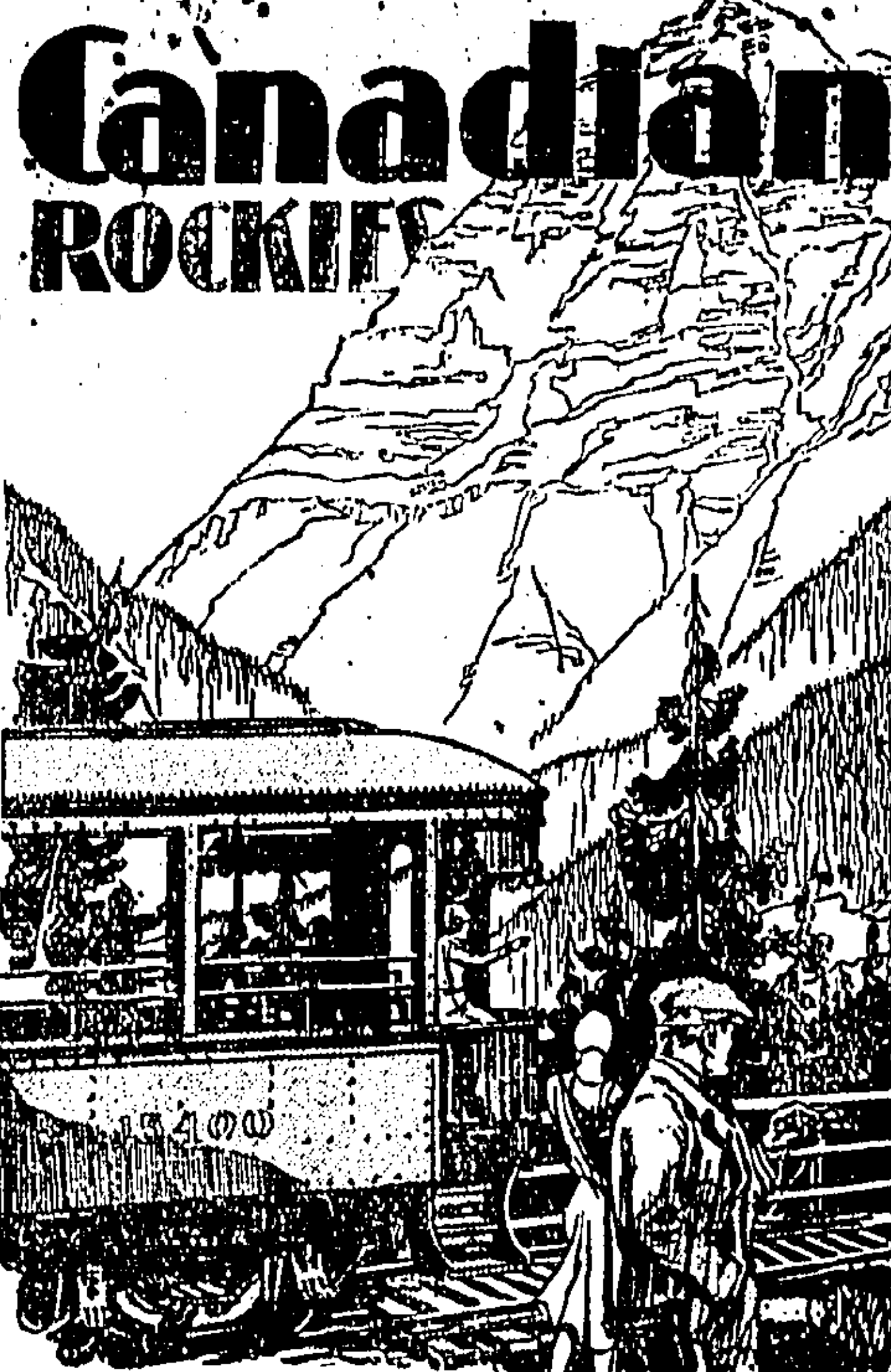
Now comes a photographer. "Oh, hurry, where's my hair-shaped helmet, my manicure set, and my powder-puff?" Where can my powder-puff be? There's a spanner in my apron pocket, a few loose nuts, screws and bolts in

See the

Canadian ROCKIES

Go Home by the SCENIC ROUTE Across Canada

This wonder-route takes you on a memorable journey through the heart of the Canadian Rockies, in all-steel trains with radio-equipped observation cars and every travel comfort. It crosses the mountains on the easiest gradient and at the lowest altitude of any transcontinental line, yet within sight of their highest peaks. You see—and perhaps stop off at—Jasper National Park. Then, golden wheat fields and the lure of Minaki the Beautiful in the pine-clad lakelands of Western Ontario. Daily trains from Vancouver or Prince Rupert. Moderately priced dining car service.



Through bookings on all steamship lines. For rates, literature and information, apply Asiatic Building, Hong Kong.

CANADIAN NATIONAL

The Largest Railway System in North America

(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

Film

...dangerous to teeth

Remove it daily to keep teeth white and sound

SLIP your tongue across your teeth. Feel that viscous, slippery coating. That is film—the chief source of decay and an important factor in pyorrhea. It is the cause, too, of dull teeth and those believed to be naturally discolored. To best remove it a special dentifrice called Pepsodent is urged.

Film—how it destroys

Film is the great enemy of teeth and gums—a chief cause, according to world's dental authorities, of most tooth and gum disorders. Film absorbs the stains from food and smoking and gives that cloudy look. It clings to teeth and hardens into tartar. Gums by the millions breed in it. They, with tartar, are the chief cause of pyorrhea. To remove film, use the special film-remov-

ing dentifrice called Pepsodent. It acts to curdle film and easily remove it in gentle safety to enamel.

Pepsodent contains no pumice, harmful grit or crude abrasive. It is so safe that dentists recommend it for cleaning the soft teeth of children.

Don't expect the same results from old-time dentifrices. See how white teeth really are.

Accept Pepsodent Test

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.

Pepsodent

The Special Film-Removing Dentifrice

W. S. Sherly & Co., 6 Queen's Road Central, Hongkong

I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name

Address

City

Give full address. Write plainly. Only one tube to a family.

FREE 10-Day Tube

MISSING HUSBANDS.

FAR HARDER TO LOCATE THAN GIRLS.

Manila, June 14. Locating missing husbands is far harder than locating missing girls. This conclusion is drawn by many one reading the annual report of the Associated Charities of Manila, submitted at the annual board of directors' meeting recently.

During 1929, the report states, aside from securing employment, for those who applied to it for aid, the society was much occupied with locating missing husbands and making them support their families. Also, the society, having protection to destitute girls, co-operated with other welfare agencies, placed unmarried mothers and deserted women in good homes, and maintained a sewing centre. — Philippines Herald.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Canada, Capt. A. J. Halsey, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at noon on July 10 (Thursday).

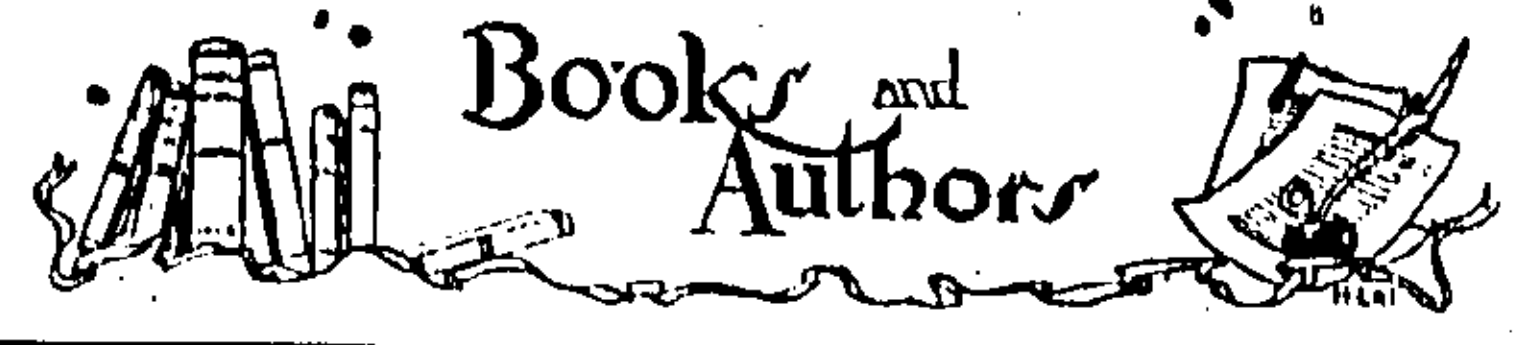
The C.P.S. R.M.S. Empress of Asia (from Manila) is due here at 8 a.m. on July 8 (Tuesday), and will berth at Pier No. 5, Kowloon (Thursday).

The C.P.S. R.M.S. Empress of Asia, from Hong Kong, on June 26, left Yokohama on July 3 at 3 p.m., and is due at Vancouver on July 18.

every other pocket—but where, oh where, is my powder-puff pocket? You see, I must look nice for the photographer, for I've been told that every pilot has several proposals weekly, so I must spread abroad my beauty. (I've had no proposals yet, so I suppose I'm no pilot. But while there's life there's hope. Maybe the stronger sex don't like my brawny fist—or brawny arm, is it?)

I don my smart flying suit and appear for once as others would have me be, but the minute the camera clicked, off it comes, for in roll the machines to be put to bed for the night. Hangar doors are closed, good-nights are said, and off we all go to our various pursuits. I to the pictures with my sweetheart! Oh, no, indeed! No! I have a lecture, and at 6 p.m. I have to do some reading for my next examination.

A hard life, but Jove, it's a good one! If I didn't do it all voluntarily and for nothing, I should not



THE ROUND TABLE.

Features of the June Issue.

TOPICS OF THE DAY.

The first article in the June number of The Round Table "Towards Peace or War?" is about the Naval Conference. People differ as to whether the Conference was a success or a failure. The Round Table view will be evident from the opening section, but the really important thing is whether the agreement is to be a beginning or a full-stop, and the article makes clear the fundamental conditions which may make it either. Is it to lead on to real international peace, or are men going to step back into the old morass which is bound sooner or later to land the world again in war? Attention is drawn to the lessons which history—particularly instructive in so far as the present is concerned—in the nineteenth century has to teach. But the writer is not content with generalities. He explains the significance of the results aimed at in the sphere of detail. He deals with ships and guns and shows what the agreement means in both for the three oceanic Powers, and also for France and Italy who still fail to see eye to eye, and are talking of building programmes which are bound to affect others as well as themselves. Lastly, the Round Table turns to the proposed amendments of the Covenant of the League of Nations. It explains their purport and, quite apart from any question of their intrinsic merits, it suggests some grave objections to pushing such reforms through at this particular juncture. The concluding words of the article are a quotation from Bacon. "It is good not to try experiments in States, except the necessity be urgent and the utility evident."

Puritans and Prodigals.
The second article is entitled "Puritans and Prodigals in Europe," and its subject is the Budget. It is difficult as one reads to shake off an uncomfortable conviction that the breaking point may have already been reached

in taxation. The writer here, too, turns to history for a parallel to illustrate his argument. This time it is to the Napoleonic wars; in some ways, as he shows, the parallel is a remarkably close one. Some helpful comparative figures are also given to enable the reader to gauge the true significance of the present position. But it must not be supposed that the article is a simple protest on the part of the idle rich. The whole point is that the real harm is to British trade, to the resources of capital upon which it is necessarily vitally dependent. A dispassionate survey is made of the whole economic situation, including the psychological side, at this particular moment certainly not the least important one.

The third article is "The Gandhi Movement" and, with the Simon Report due in June, probably no other article will be more widely read. It endeavours to explain the true character of Mr. Gandhi's campaign, and the writer gauges the results which it has achieved. The picture is a stormy one, but the account ends on a hopeful note.

Next comes "The Problem of Japan," obviously from the pen of a writer in a position to appreciate the true inwardness of the situation in the Far East. Japan has, since the war, cut almost as important a figure in our foreign relations as she did in the old days of Anglo-German rivalry. First there was the question of the renewal of the old Anglo-Japanese Alliance and later the Washington Conference and the question of naval disarmament, and the Geneva failure in 1927. The Round Table article does not go into these problems, but it will enable the reader to understand Japanese policy in a way he could not do before, for it will help him to put himself in the position of a Japanese and to appreciate the force of local conditions.

Crisis in Spain.

The next article is from Madrid about "King Alfonso and the Crisis in Spain." The hitherto successful passage from full dictatorship back to normalcy, at all events as far as the half-way house on the road there, is bound to have a special inter-

est for post-war Europe, and history comes in here too. A lucid account is given of the rise of free institutions in Spain and the conflict between the Cortes and autocracy from the twelfth century to our own. But possibly the personal note will be the most attractive one for the British reader. Our people have always felt a fondness for the King of Spain. He has often visited this country and his escapes from assassination have aroused so much sympathy that an account of the part which he took in the 1923 coup d'état and the regime of the late Director is sure to be read with interest. A concluding chapter considers the future in the light of the national character.

Education in Africa.

The next subject comes from East Africa upon whose problems the Government is at last about to publish its decision. "An Experiment in African Education in Kenya" strikes a lighter note than the other articles, but none of them is likely to be more instructive. It is a picture of a personal experience which brings out one of the most promising ways which has yet been tried of helping the African native to rise in the scale. The usual articles on affairs in Great Britain and Ireland follow. The first deals with the recent Liberal-Labour collaboration, and sums up the present position of the Government in the light of its domestic difficulties and its achievements in foreign affairs. The article from the Irish Free State describes the political crisis Mr. Cosgrave recently weathered so successfully, and there is an interesting Irish view of the report of the recent Conference on the Operation of Dominion Legislation and merchant shipping legislation, which is to come before the next Imperial Conference. The new Irish Budget is also described, and there is an account of the economic situation.

Among the articles from the Dominions the British reader will first to the Canadian and Australian contributions to read about the new tariff changes, so depressing though necessary in Australia, and so hopeful from our standpoint, in Canada; but in all the articles there are points of interest, the attitude of Parliament, for instance, to the native question in South Africa and the description of the economic position both in that country and in New Zealand. The issue closes with another chapter on Samoa.

LOWEST PRICES OF THE YEAR!

DRASTIC REDUCTIONS

WITH AN AVALANCHE OF ECONOMIES THAT WILL AROUSE HONG KONG AS IT HAS NEVER BEEN AROUSED BEFORE

But You Must Decide at Once!

and not let the wonderful savings be snapped up before you get your share.

FOR GENTS —

BATH GOWNS.

AT

HALF PRICE.

BATHING SUITS.

at 30 % off.

WATERPROOFS.

\$5.00

KHAKI SHORTS.

\$2.00 pair.

Many Other Bargains!

JUST UNPACKED

HANDBAGS, MANICURE SETS, COLLAR & CUFFS SET.

SILK VEST & BLOOMERS, BELTS.

"HICKORY" GIRDLES, CORSETS & BRASSIERES

Absolutely Unmatchable Prices.

FOR LADIES —

BATHING SUITS.

CAPS & SHOES,

WATERPROOFS,

& STRAW HATS

All at 30 % off.

HANDKERCHIEFS.

50 Cts. Doz.

COTTON BLOOMERS

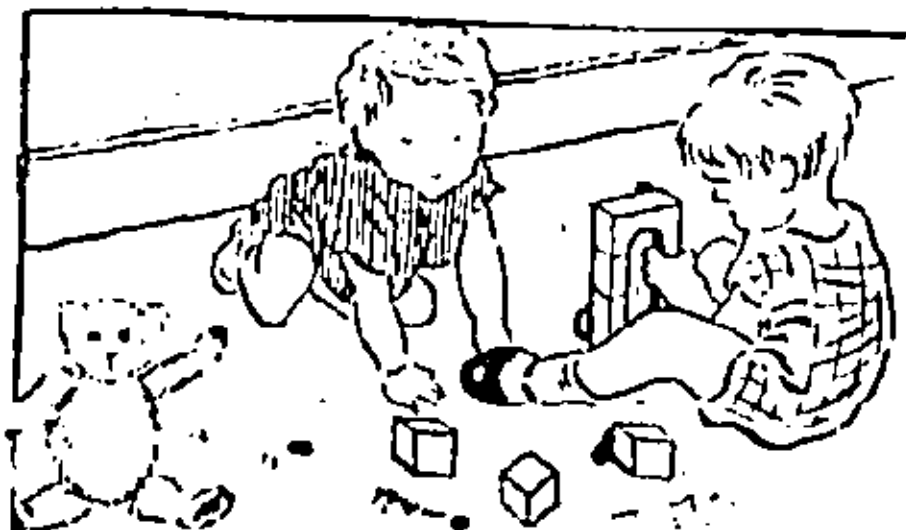
\$1.00

Many Other Bargains!

YEE SANG FAT

THE HONG KONG BARGAIN HOUSE

Opposite Hong Kong Hotel Motor Show Room.



CHILDREN'S CORNER

PIEBALD PETER.

Piebold Peter was born in the far north of Scotland. He was a darling little pony with one all-white leg, one all-black leg, and two that were black and white, and he had a long, wispy, white tail.

No wonder his mistress loved him. His mistress was named Sheila Katherine, and she was just eight years of age. Sheila and her father lived in a beautiful old mansion with tall chimneys, crows, and many dear little turrets. Piebold Peter lived in a paddock close by, and there Sheila visited him twice a day, and brought him choice morsels to eat.

Peter and Sheila had much the same taste in tit-bits. He liked chocolates, for instance, and so did she, and he liked toffee and caramels and coconut tablets. But if none of these were to be had, they were both content with sugar—and an amazing number of lumps they could get through!

Sheila had one other friend besides Peter, and that was Winifred Gordon, the Lord's daughter, who lived quite near. Winifred and Sheila were often together, and you may be sure that Winifred, too, loved Peter. At first she was rather timid with him, but Sheila taught her to be friends, and Sheila would hold Peter's head while Winifred fed him from her hand, and soon she had no fear.

One day, however, an awful thing happened. Daddy said that Sheila must go away to a boarding-school. Sheila sobbed all night when she heard this, and next morning her cheeks were so pale that Daddy was quite distressed. He explained to her that he must go abroad for a long time; and when she was told that Winifred was to go to school with her she did not mind so much.

Not it was a sad day for the two little girls when they had to say good-bye to Peter; and the pony seemed to feel it so; for he hid his nose gently against Sheila's cheek.

After all, Sheila and Winifred

were quite happy at school. They had lots of jolly games—hockey and lacrosse and croquet and tennis, besides gym, and dancing and singing, and, of course, there were some lessons, but even these were not too bad. Sometimes the girls were taken to concerts or lectures, and in the Christmas term of their second year they went to the circus.

Now all this time Sheila had not been back home, for Daddy was away and the house was shut up. She knew, too, that Peter had been sold, for Daddy had written to tell her, "I am so sorry, my darling," he wrote, "but I may have to be away two years or even three. When I come home you shall have another pony." Sheila's pillow had

been wet with more tears that night, but now the memory of her pet had begun to fade.

The girls were full of excitement as they trooped into the circus and took their seats, which were in the very front row. Soon the bandmen began to tune up their instruments. The conductor raised his baton. Crash! went the opening chord, and at the same moment in came a long procession of circus folk.

There were brown men wearing turbans and mounted on elephants, men dressed as Red Indians and riding on bucking horses, lovely ladies standing on tip-toe on balancing steeds or driving in gilded cars drawn by strings of wee ponies. And, last of all, came the

clown, with painted nose and cheeks and riding backwards on a piebold pony which had one all-white leg, one all-black leg, and two that were black and white, a glossy black head, a striped body, and a long, wispy, white tail.

At sight of him Sheila forgot all about school and its rules, and jumping from her seat, she cried, "Piebold Peter! Oh, my dear Piebold Peter!" And the pony when he heard her voice, stopped short, and pushing his head across the barrier, laid his nose on Sheila's shoulder.

So the whole procession had to halt. Here's a go!" exclaimed the manager.

"I say, master," cried the clown, as, quick as thought, he tumbled head-over-heels, into the thing, "why is a piebold pony like a man at a bazaar?"

"Don't know," replied the manager. "Because he can't get past the ladies!" said the clown.

"Hal hal hal!" laughed the crowd.

"Why is a lump of sugar to a piebold pony like Pears' soap in the baby's bath? Because he won't be happy till he gets it. See?"

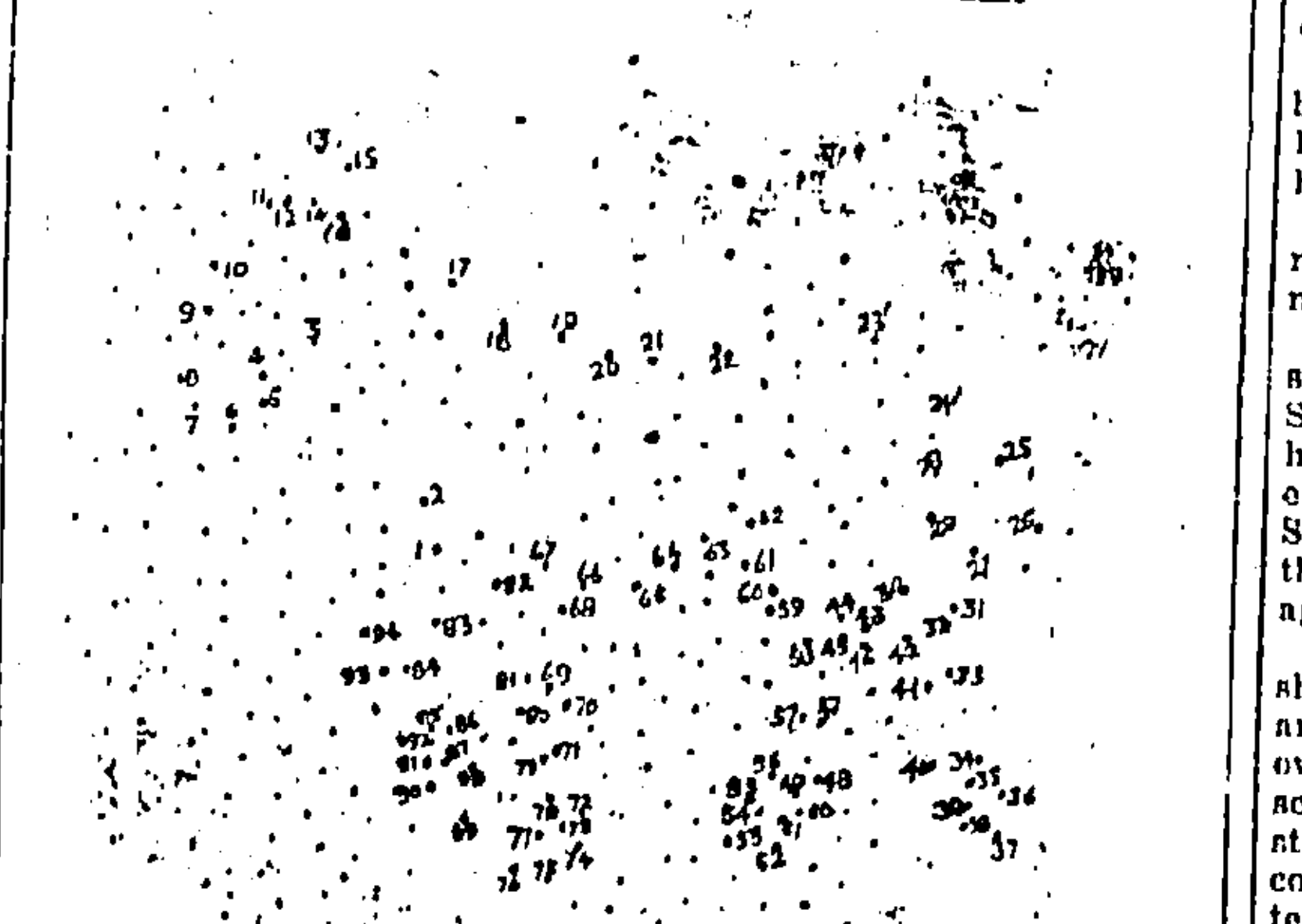
"Bravo! That's it!" cried the manager. "Give him sugar, little missie!"

Some of the little girls had sweets, and these they passed to Sheila, who fed Peter from her hand; and when he had had enough he consented to go on. But Sheila had to sit farther back lest the pony should catch sight of her again.

How proud she was of him as she saw how clever he had become; and when the performance was over the manager invited all the schoolgirls to visit Peter in his stable; and Winifred and Sheila could pet him to their heart's content.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are accepted and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

OUR WILD WEST PUZZLE.



Do you know what this is? It is an animal that provides this world with a means of transport. You can lose money on this animal, he can break your heart. Have you already guessed what it is? If you have not, consult the first numbered dot to the second numbered dot and so on until you reach the 94th numbered dot, by which time you will see the pet of wealthy people. Try and see what you can make of it.

WISE AND OTHERWISE

Guest (departing at last): "Good-bye. Hope I haven't kept you out of bed."

Host (politely): "That's all right. We should have been getting out soon in any case!"

"Would you like some views of the hotel to send your friends?" asked the polite hotel manager.

"No," replied the disgruntled guest, "I think it would be better for me to keep my views of this place to myself."

The nice old lady smiled at the little girl who had been left in charge of the confectioner's shop.

"Don't you sometimes feel tempted to eat one of the nice cream buns, my dear?"

The little girl was quite shocked. "Of course not; that would be stealing. I only like them."

A young recruit from Wigan came on parade the first time without his rifle. The officer went up to him and asked, "Where is your rifle?"

Recruit: "They anna gen me one."

The officer roared: "They what?"

Recruit: "They anna gen me one."

The officer called the corporal. "Can you understand this lad?"

Corporal: "Where's your rifle?"

Recruit: "They anna gen me one."

Corporal, turning to the officer in explanation: "Oh! he's bent (without)."

LAST WEEK'S SOLUTION.

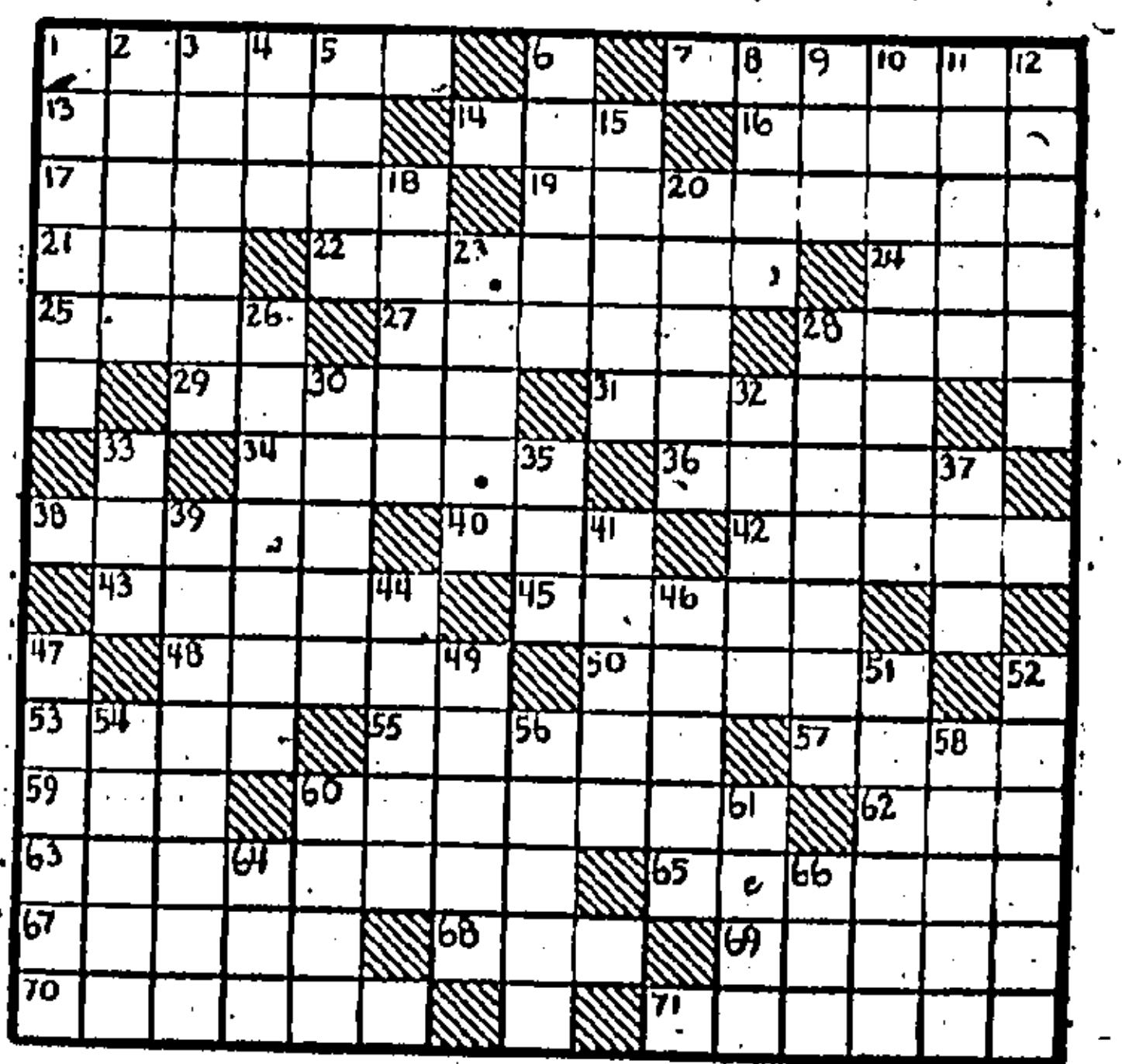
ANT ASHEN SAL
SEATS E OPINE
KENO BAT ARNO
DS CAPON EA
BY BAR SET LA
I DOTE STEM S
PEAR NEAT
E BENT BROW E
DO DOE OAR OR
ME REALM SR
SEAR MID SHIN
AGREE H SPOON
PAN MOSES ONE

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are accepted and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Injure
- 7-Arena
- 12-Run away and marry
- 14-Motor fuel
- 15-Old womanish
- 17-Sweet singers
- 19-One who romts (Var.)
- 21-Ensign (abbr.)
- 22-Padded
- 24-Gulf State (abbr.)
- 25-Pastoral pipe
- 27-Estimatd
- 28-Holding device
- 29-Small mammal related to the monkeys
- 31-Twilled cotton fabric
- 34-Cavalry sword
- 36-Thick, sweet liquid
- 38-Political organization
- 40-Record (abbr.)
- 42-Meditator
- 43-Biblical king
- 45-Former vice-pres. dent of U. S.
- 48-Inner meaning
- 50-Flower holders
- 52-Silver
- 55-Heavily frightened

HORIZONTAL (Cont.)

- 57-Past tense of "saw"
- 59-Hurried
- 60-Women
- 62-Large container for liquids
- 63-Made door
- 65-Treatment applied to wines to improve flavor
- 67-Representative
- 68-Drop
- 69-Variety of beer
- 70-Light anchor
- 71-Neutrals

VERTICAL

- 1-Arid area
- 2-Form into line
- 3-Small piece of food
- 4-Imitate
- 5-Old Roman clan
- 6-Printer's mark
- 8-Pined
- 9-International (abbr.)
- 10-Warrant of commitment
- 11-A bitter drug
- 12-Famous Persian king
- 15-Packaged with needle and thread

VERTICAL (Cont.)

- 13-Scour
- 20-Ancient Aryans
- 23-More unusual
- 24-Ruin
- 28-Morbid poisons
- 30-Head of municipal government
- 32-Cathedral city of France
- 33-Exclamation of disgust
- 35-Extreme radical
- 37-Church crenel
- 38-Bent back
- 41-Rules frivolous objections
- 44-Ticket-seller's stamp
- 45-Walked in water
- 47-Strip
- 49-A fruit (pl.)
- 51-Wild
- 52-Goss within
- 53-Place of proper order
- 55-Form of address for a matron
- 58-Bat
- 60-Distiny
- 61-Bottom of shoe
- 62-A division of the British Empire (abbr.)
- 66-Perched

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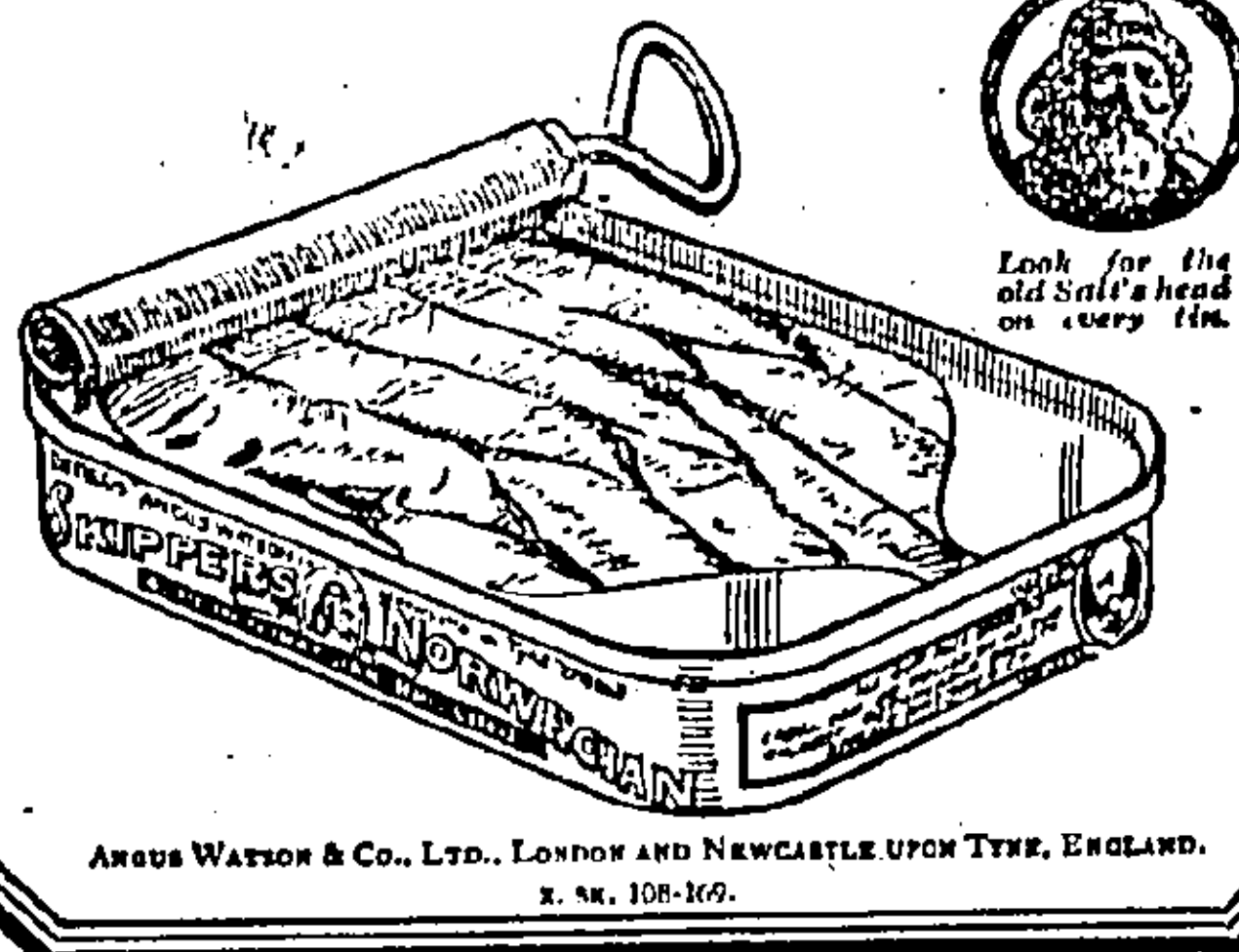
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BRONCHITIS GONE.

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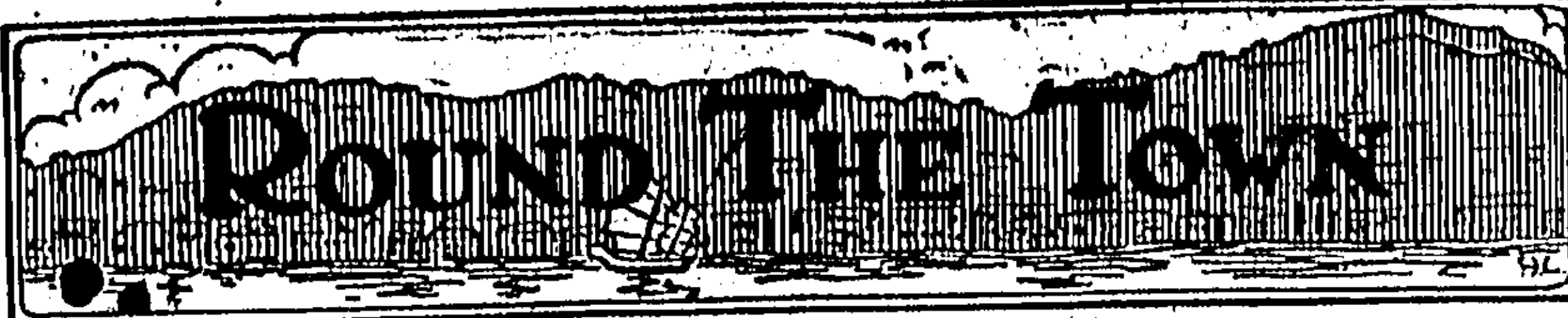
I must say I feel so much more fit since taking Phosferine. For years I suffered with Bronchitis, which upset my nerves. I was unable to sleep, and my whole system was wrong. I often had very bad rheumatic pains in my ankles. After an illness four years ago I was very weak, and was advised to try Phosferine. I found immediate relief, my nerves were stronger, I could sleep better, and I felt quite a different woman. I would not be without it, as it keeps me well, and I am able to go about my daily duties as cheerful and active as I was ten years ago. I look very well for my age, 83 on June 4th, 1929. It is mostly due to taking your Phosferine, which keeps me in good health. A few doses of Phosferine whenever I feel the least bit run down, puts me right at once. I want others to know what Phosferine has done for me, and benefit the same as I have done. It is four years since I have visited my doctor. Phosferine has kept me going ever since." Mrs. E. S. Old, 28, Wellington Road, Walthamstow, London, England.

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Civil Servants have been very much in the limelight of late, and now comes the details of the report of the Committee appointed by Mr. Amery to discuss certain phases of the Colonial Service. The Committee does not suggest that during their early years of service, officers of such branches of the Services as the Administrative or Police should be normally moved from one Colony to another. But it does contend that, while it may be fairly said that the highest appointments in the Colonial Services are, under the present system, open to any officers recognised to be of outstanding merit, it is a matter of doubt whether, particularly in the smaller or more remote Colonies, "officers of special ability to obtain recognition, or obtain it in time, by having the chance of showing their capacity in sufficiently responsible positions." The Committee admits that some scheme of related salary scales would be involved and would, in certain instances, require an inconsiderable revision of existing salary schemes in particular Dependencies.

It then goes on to discuss possible objections to the scheme which might arise from the difference in climatic and other conditions of life in the several Dependencies; the personal inclinations of many officers for service in particular territories; the consideration that the efficiency of officers often requires a knowledge of languages, customs, etc., of the local peoples; and the reluctance of many of the Colonial Governments to support any appreciable modification of the existing system of self-contained Services for each Colony.

Possible Objections. The scheme which might arise from the difference in climatic and other conditions of life in the several Dependencies; the personal inclinations of many officers for service in particular territories; the consideration that the efficiency of officers often requires a knowledge of languages, customs, etc., of the local peoples; and the reluctance of many of the Colonial Governments to support any appreciable modification of the existing system of self-contained Services for each Colony.

A Singapore Paper has this interest in Hong Kong: Are the Council "ferocious"? Evidently Sir William Peel, the recently appointed Governor of Hong Kong, thinks so for at the first meeting of the Legislative Council in that Colony over which he presided on June 19 he said, in answer to a few words of welcome from Sir Shou-sen Chow: "I admit that I missed the quite friendly ferocity which sometimes characterised the attacks on the Government by the unofficial members of the Federal Council of the Federated Malay States. I sense here, as there, the underlying good relations which exist between the unofficial members and the Government." But one wonders what Sir William would think if he was transferred as Governor to Ceylon? No doubt his most amiable Colonial Secretary, Mr. W. T. Southern, or Hong Kong's gifted and eloquent Chief Justice, Sir Henry Gollan, both of whom have had experience of the Ceylon Legislative Council—could a tale unfold if they so desired.

In the opinion of the Straits Times, the Committee neither faces nor skilfully evades this all important last consideration. It is very easy to visualise what Ceylon, and other Colonies possessing a large measure of political autonomy, will have to say to the scheme. They will argue, rightly or wrongly, that the proposal is merely a Machiavellian attempt to take the control of the Civil Service, and of the emoluments and conditions of service of public officers, out of the hands of the Legislative Councils and invest it exclusively in the Colonial Office in London. They will say that this would be arbitrary and undemocratic; that it would place the Civil Service in the position of an imperium in imperio; that it is an elementary principle of justice that "those who pay the piper should be entitled to call the tune" and that, under the proposed scheme, the people in the Colonies concerned would have to pay salaries and emoluments—the fixing of which would rest not with them but with outsiders in London,—to officers who would own no direct allegiance to the elected representatives of the people they served but only to the Secretary of State for the Colonies.

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SUNDAY SALLIES.

The Government hopes to strike oil with its petrol tax.

"Yen contemplating Loan."—More yen for Yen.

Runs on local banks.—Preliminary centers for the next Marathon race?

Newspaper heading: "Chinese paper closed down."—The next time it will be closed up.

"Peping Custom" in the North have nothing in common with the peeping customs in Hong Kong.

"The manner in which she delivered 'The Captive Lark' charmed the audience."—Quite a lark.

"The orchestra were rather too light for an open-air performance.—Bantams' Brigade barred?"

We cannot take as much interest as before in the interest the banks give us for the privilege of holding our few dollars.

The Home Government is sending an Economic Mission to the Far East.—Won't be very economical when the bill is sent in.

Newspaper heading: "Woman Missing for Eight Years."—Resumption of Death Accepted.—The date of resumption is not given!

After his motor accident Mr. Kenneth Birrell performed in "Funny Face" at the Star Theatre.—He hadn't a funny face but a funny feeling.

As the result of the Wimbledon matches the British lady tennis players are feeling very Moody.—But then the Americans always find Will of their own.

From report of Legislative Council meeting:—

Colonial Secretary: I beg, Sir, to move the first reading of this Bill.
Hon. Mr. McL. Messer: I beg to second the motion.
Beggars all, apparently!

We won't get much amusement out of an amusement tax.

Officialdom is taxing its imagination to know what to tax next.

The Ivonside have been decimated for the fifty-ninth time in six months.

The guerilla warfare in China is developing into a gorilla warfare.

Those increased fares in Kowloon quite justify their being called blunderbuses.

The Younger some of these Army officers are the faster they are—in driving motor cars.

The Football Association does not believe in massage.—Massage at football matches pleases it better.

Dog owners have been placed on their mettle by having to put metal badges to their dog's collars.

From report of Kowloon Football Club concert: "The cloud passed over quickly without more than sprinkling the ground."—Quite an unrehearsed turn.

If Sergt. Clarke had to follow Lieut. Younger for half a mile before he drew level with him, he must have been doing some speeding himself when he reckoned that the Lieutenant was doing 30 miles an hour.

Share market report.—Hong Kong Electric have been in demand since their lawn bowls team beat the Civil Service stalwarts in the Spey Royal Cup tie.

Under the caption of "Correct English," a Manila paper puts the following poser:—

Improve the question, "Have you a date for this evening?" Our literary critic says "no certainly has." This is a great improvement.

come from Sir Shou-sen Chow: "I admit that I missed the quite friendly ferocity which sometimes characterised the attacks on the Government by the unofficial members of the Federal Council of the Federated Malay States. I sense here, as there, the underlying good relations which exist between the unofficial members and the Government." But one wonders what Sir William would think if he was transferred as Governor to Ceylon? No doubt his most amiable Colonial Secretary, Mr. W. T. Southern, or Hong Kong's gifted and eloquent Chief Justice, Sir Henry Gollan, both of whom have had experience of the Ceylon Legislative Council—could a tale unfold if they so desired.

In Ceylon it is regarded almost as de rigueur for Government officials either as "Satraps," "bureaucrats" or "supermen." And there was one distinguished member for a certain southern constituency who lost no opportunity of describing Europeans generally as "pigmentless people," while a certain close relative of this same member, on one famous occasion, caused a sensation by referring to "European soldiers who tossed high the babies of this Colony upon the brutal points of their bayonets" without deigning to explain, as he did subsequently, that his reference was to an alleged historical incident of 250 years before, in which certain Portuguese soldiers were supposed to have been concerned. And the joke of it is that everyone in Ceylon realises that nothing unkind is meant; that it is all part of a delightful "round game" intended for the amusement of newspaper readers; that Unofficials and Officials are really on the best of terms; and that, underlying all this ferocious vituperation, is a very real spirit of friendly co-operation.

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Under the Deodar from "A Country Girl"
Hajjah of Bhong from "A Country Girl"
Peace from "A Country Girl"
My Cinnamon Tree from "The Chingalee"
Soldiers in the Park from "A Runaway Girl"

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HONG KONG, SUNDAY, JULY 6, 1930.

British Toll in China.

LAST night's news from North China is extremely serious. We
are informed that there is great Red activity at the north
end of Tungting Lake from Yuchow to Shasi. The Communists
have fired on the British warships Teal, Bee, Scarab, and Guam,
near Chenglin, two British bluejackets being wounded, whilst an
American has been killed. Moreover, one of Jardine, Matheson and
Company's launches has been seized and burned, whilst the
Wuchang-Changsha Railway has been cut in numerous places.

How long are these Red outrages against British subjects and
British property in China to be permitted to continue? Does it
not sound ridiculous that whilst we hear of preparations for the
rendition of Wei-hai-wei and negotiations for the gradual abolition
of extraterritoriality, the cables should be full of the captures of missionaries
by bandits and the firing on British warships by the Reds?

The British Foreign Office must be "sated" by all British
subjects resident in China. Its policy is too weak-kneed. Senti-
mentality and so-called gestures of friendship are lost on the
Chinese, whether they be members of the Nationalist Government
at Nanking or the Northern party at Peking. No other nation
under the sun but Great Britain would tolerate the present situa-
tion for one minute. China has either got to show a clean pair
of hands in respect of the protection of British lives and property—
or take the consequences. Too many lives have been lost already,
and China is apparently unable or unwilling to call a halt to the toll
of British lives. So long as China is unable to take her natural role
of protector of British lives in Chinese territory so long must she
be regarded as inefficient to treat with regarding the rendition of
any property or any rights at present held by Great Britain. The
Chinese may hold Chinese life in small esteem. They must be
taught different ideas regarding British lives and British property.

The British Foreign Office is past all human understanding. It
must be taught its duty. And if British subjects in China itself
are powerless, it is time that British subjects in the Colony of
Hong Kong—the nearest British Colony to China—made themselves
heard, through the Colonial Office, in no uncertain tone.

If China is unable to subjugate the Reds within her own bor-
ders Great Britain—when her own subjects are menaced—must
step in and ensure that adequate protection is given to British sub-
jects and British shipping, irrespective of what steps may be taken
by other Powers. We are told that one American subject has been
killed, but we do not expect that America will be unduly moved
thereby. But two British subjects—members of our glorious
Navy—have been wounded by the Reds, whilst British gunboats
have been fired upon. It is time that these outrages ceased. It is
time that China was informed in no uncertain terms that such out-
rages must cease. Let there be an end once and for all to so-called
gestures that lead nowhere. Let there be an end of negotiations
for the abolition of extraterritoriality. Let the convention for the rendition
of Wei-hai-wei be regarded as null and void until China is truly in
a position to safeguard the lives and property of British subjects.

If China is unable to control the outrages of the Reds against Brit-
ish subjects, let the British Foreign Office and the British Ad-
miralty step in and sweep the Reds out of China once and for all.
Procrastination can be carried too far. Why should Britons stand
by and see their own countrymen shot down in cold blood by the
Reds in China? Why should Britons stand by and see their fellow-
missionaries carried off by bandits? "Breathes there a man with
said no deed" in the Colony of Hong Kong that he cannot be moved
to protest to the Foreign Office through the Colonial Office in the
strongest possible terms?

News in Brief.

Members and Subscribers of
the Peak Club are requested to
note that by special arrangement
with R. B. Salisbury a perform-
ance of "Jenny's End" will be
given at the Club on Tuesday
night, July 8, at 9.15. Tickets, \$3
each will be obtainable on the
night of the performance at the
Club Entrance.—Advt.

In spite of the fact that he
had been warned twice by watch-
men at a shipping yard on the
foreshore of Kowloon City, a
young Chinese, ignored the warn-
ings and stole some iron from a
ship which is being broken up.
At the Kowloon Magistrate's yes-
terday morning the stubborn lad
was ordered to receive six strokes
of the rattan.

A Chinese, who travelled on the
Yau-mat ferry launch Man Fat
with his master's season ticket,
was at the Kowloon Magistrate's
yesterday before Mr. T. S. Whyte-
Smith fined \$5. His Worship
asked the defendant if he thought
that supposing a man had 100
employees, would he hand out his
ticket to all of them, whenever
they wanted it?

Do not miss

THE MATRON'S

Exclusive Articles

on
PUBLIC SCHOOL LIFE
every Monday

The China Mail

His many friends both in Hong
Kong and Coast Ports will be
pleased to learn that Wm. E.
Larkin, one time U.S. Vice Con-
sul at Foochow and now Repre-
sentative for China and Man-
churia for Fisk Tyres, is at pre-
sent in Hong Kong. Although
Mr. Larkin is a very busy man
and his arduous duties allow him
only a very fleeting visit to this
port, he looks forward to renew-
ing many old acquaintances.

When a Chinese boy was
brought before Mr. T. S. Whyte-
Smith at the Kowloon Magistrate's
yesterday on a charge of hawking
without a licence. Acting Police
Sergeant Hughes stated that he
had given money to defendant to
put up bail. Since then Sergeant
Hughes made a great endeavour
and found the lad a small job.
The lad was cautioned, and the
police officer intimated that he
would give him his bail money as
a start.

GANG WARFARE ON THE CLYDE.

JUDGE'S GRAVE WARNING.

Razor-slashing, gang warfare,
and a reign of terror in preventing
evidence being obtained, were de-
nounced by Lord Alness (Lord
Justice-Clerk) when addressing the
Magistrates in the Glasgow High
Court. The position was so
bad, he said, that it might
be necessary, in the most serious
cases, to enforce the death penalty,
which was applicable to these
cases, under a statute of King
George the Fourth, even though
the victim had not died. Another
remedy might be to resort to fog-
ging as in England last century.

The Senior Magistrate, in reply-
ing flashed aloft a dagger which
had been used by a gang in a case
which he heard recently, brought
down his fist with a bang, and
said: "If young men use occa-
sion to row, let them use Nature's
weapon—the fist."

The Glasgow Corporation has
determined to stamp out gang war-
fare.

HONG KONG FAIRY STORIES.

The Somersets are rejoicing at
the prospect of going to Quetta
next trooping season.

There has been a rush of volun-
teers to serve on the forthcoming
Retrenchment Committee.

Twice a day Civil Servants are
to be supplied free with a dose of
a special remedy for sleepless-
ness.

The Kowloon Football Club
have offered their ground to the
Government for a children's play-
ground.

To show its earnestness in the
matter of retrenchment the Gov-
ernment proposes to call upon its
own big staff of stenographers to
do Hansard in future.

There is no need for increased
taxation. The Colonial Office in
cubling two million pounds, the
profit on exchange from which,
will enable the Government here
to meet the higher salaries for
this year.

Singapore Island.
It is not incongruous to include
in this series of notes a few remarks
about some of the more characteris-
tic plants and animals of
Singapore. Singapore is a
city which many of us have
visited on more than one
occasion as it is a compulsory halt
on the homeward journey from, or
the outward journey to Hong Kong.
Most visitors to Singapore pay a
visit to the Botanic Gardens, a trip
which few regret making. These
Gardens though not the largest in
the East, being of considerable less
area than both Peradeniya in
Ceylon and Buitenzorg in Java, are
nevertheless some of the most at-
tractive as they afford a great
variety of scenes and are full of
unexpected surprises.

One of the most enticing features,
to the majority of the casual
visitors, are the monkeys. These
monkeys, a species of macaque, (of
the same genus as the monkeys oc-
casionally met with at Deep Water
Bay, Hong Kong), are very tame
indeed. Troops of these grey mon-
keys, mothers with babies, mature
and active males, and ancient and
decrepit grandmothers and grand-
fathers, flock down on to the paths
and eagerly devour the bananas and
nuts that are thrown them by the
visitors. Strangers who rush
through the gardens in motor-cars
see only one side of the monkeys'
life, they are not awakened in the
early morning by the quarrelling of
the old males nor are their prize
cannas pulled up and devoured on
moonlight nights. These monkeys
are increasing rapidly and have
completely altered the nature of the
garden flora in a part of the
Gardens' jungle.

Snails.

There is a species of snail which
is abundant, only too abundant, in
Singapore. It is a very large mol-
lusca, mature specimens being from
3 to 5 inches in length. This snail
is a native of Africa and one day
someone said to himself, or herself,
"What a jolly snail this is, I will
take some to Malaya and keep them
as pets and feed them on lettuce or
pumpkin leaves." The deed was done
and the colossal snails abound in
the island of Singapore and in cer-
tain localities in the mainland and
satisfy their enormous appetites
with the buds of choice Hibiscus
flowers or by uncontrolled browsing
in the vegetable patch. Unfortu-
nately neither monkey nor man will
eat them and so they multiply ex-
ceedingly. Please do not introduce
them into Hong Kong.

Birds.

There are almost exactly 100
species of birds recorded from
Singapore Island but it is doubtful
whether a visitor, spending one day
on the island while his ship was in
the port, would see to recognise
again more than half a dozen or ten
species. The Malayan tree-sparrow.

OFFICER'S SWORD.

Terrible Affair in London.

Verily it is not only in time of
war that the Guards make history.
Weary of the tedium of peace—the
Life Guards sought to brighten
things up on May 10.

Or, rather, an officer of the Life
Guards made that his business or
had it thrust upon him.

Greatness is like that. Isn't it?
A Great Occasion.

It was during the ceremony of
Changing the Guard in Whitehall
—a ceremony which has probably
been witnessed by more people
than any other in the world.

Truly, a great occasion; but the
ceremony of May 10 surpassed all
others. It might have been planned
by some master-dramatist.

Picture the ceremony—every
man at his post and in his
best; the sharp ring of commands,
and then—the climax.

From a faithless scabbard the
officer's sword fell clanging to the
ground, where it lay just long
enough to rivet every eye.

Imagine the horror, the stupe-
faction, the speechlessness!
Only a Man.

Once upon a time, H.M. Bateman,
carried on a motor guardman drop-
ping a rifle, but this was an officer,
and it was a sword which dropped.
"It is the first time I've heard
of that happening," said an ex-
Sergeant-Major of the Guards, to
whom the report came as a shock.

Distress was in his voice as he
continued: "It must have been
very embarrassing for the officer.
I hope it does not entail a re-
primand."

"When a man drops a rifle or



NO. 8.

almost identical with the species so
common in Hong Kong is abundant
and the humpie-robin so similar to
its Chinese cousin is frequently met
with in the Botanic Gardens or in
the jungle near the reservoirs.
Early in the morning the yellow-
vented bulbul chatters continuously
and flits about from palm to
Jacaranda and back again in search
of insects. It is neither as attrac-
tive nor as noisy as our Chinese
bulbuls and is more sombre in
colouring. The upper parts are
brown, above each eye is a white
stripe, and below it is white or
brownish white; the conspicuous
feature, common to both sexes is
the bright yellow colour of the
under-tail coverts. Hanging from
the telephone insulator on the wall
of the bungalow in which I have
been staying is the nest of a
Malayan yellow-breasted sunbird.
The nest is composed of fragments
of partly decayed leaves united to-
gether with thin strands of palm-
fibres and grasses. In the nest
are two or more youngsters which
seem to possess insatiable ap-
petites. Sunbirds which are
only found in the Old World
take the place of the hum-
ming-birds, which are only pre-
sent in the New World. Sunbirds
and flower-peckers are some of the
smallest and most brightly coloured
of the Singapore birds which the
visitor is certain to see are the
munias; of these both the familiar
Java sparrow and the white-headed
munia may be seen in the Gardens.

Orchids and Flowering Creepers.

No visitor should drive through
the Singapore Botanic Gardens
without paying a visit to the plant
houses. The roofs of these houses
have been constructed of narrow
planks an inch or two apart; these
serve to break the force of the
torrential rains, which fall so fre-
quently, and therefore the plants in
the houses, thus protected, grow
luxuriantly. The most conspicuous
plants are the creepers, which
always seem to be in flower,
and the orchids, species of
which are placed in the
houses as they come in flower.
The pendulous inflorescences of
Thunbergia grandiflora and
T. lauriflora, between 6 and 12 feet
in length hang down from the roof
and serve as ladders for the squir-
rels which frequent the plant
houses. I once watched a squirrel,
treading delicately like Agassiz,
climb down one raceme after another
in search of seeds; it did not appear
to eat either flowers or the flower-
buds. During the month of June
the orchids afforded a magnificent
display of quaintly contrasted
colour schemes. One orchid, which
remained in flower almost the whole
month, a native of Sarawak, had
pendulous spikes some 6 or 8 feet
in length. Each spike bore 20 to
25 flowers, yellow, spotted with red,
a very conspicuous and memorable
sight!

TAIPO TOPICS

(From the United Press Staff
Correspondent at the Front.)

Rapid progress is being made
with the electrification of suburban
lines in many parts of the world and
also with the electrification of other
railways where the conditions
favour the electrical form of drive
as against steam or oil engines.
Electrification in the case of one
South African Railway has in-
creased the capacity of the existing
line by 60 per cent, and at the same
time has resulted in a considerable
reduction on the cost of wages for
locomotive crews and guards. The
Burmese Government stated that the at-
tention of the Retrenchment Com-
mittee (if it ever did get started)
would be inevitably drawn to this
matter now that electricity was
about to become available in the
New Territories.

We are informed that in the
course of a world's tour of in-
vestigation into various disposal
matters on behalf of his Authority,
the Engineer of the Auckland (New
Zealand) Drainage Board has re-
cently arrived in Britain from
America and will, at a later date,
proceed to the Continent of Europe
and thence to Taiipo.

[Editor's Note.—This infernal
dump would appear to have been
infected by the bug "Thinking
Imperially."]

beyond he is lucky to get away
with anything less than four pack-
drills.

"That is, of course, unless he
has a good—a very good—
excuse, or can get the medical
officer to say he is ill."

"Most distressing, sir."

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HUNG CHEONG, Kowloon.
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Branch, Peninsula Hotel.

HONG KONG, SUNDAY, JULY 6, 1930.

1



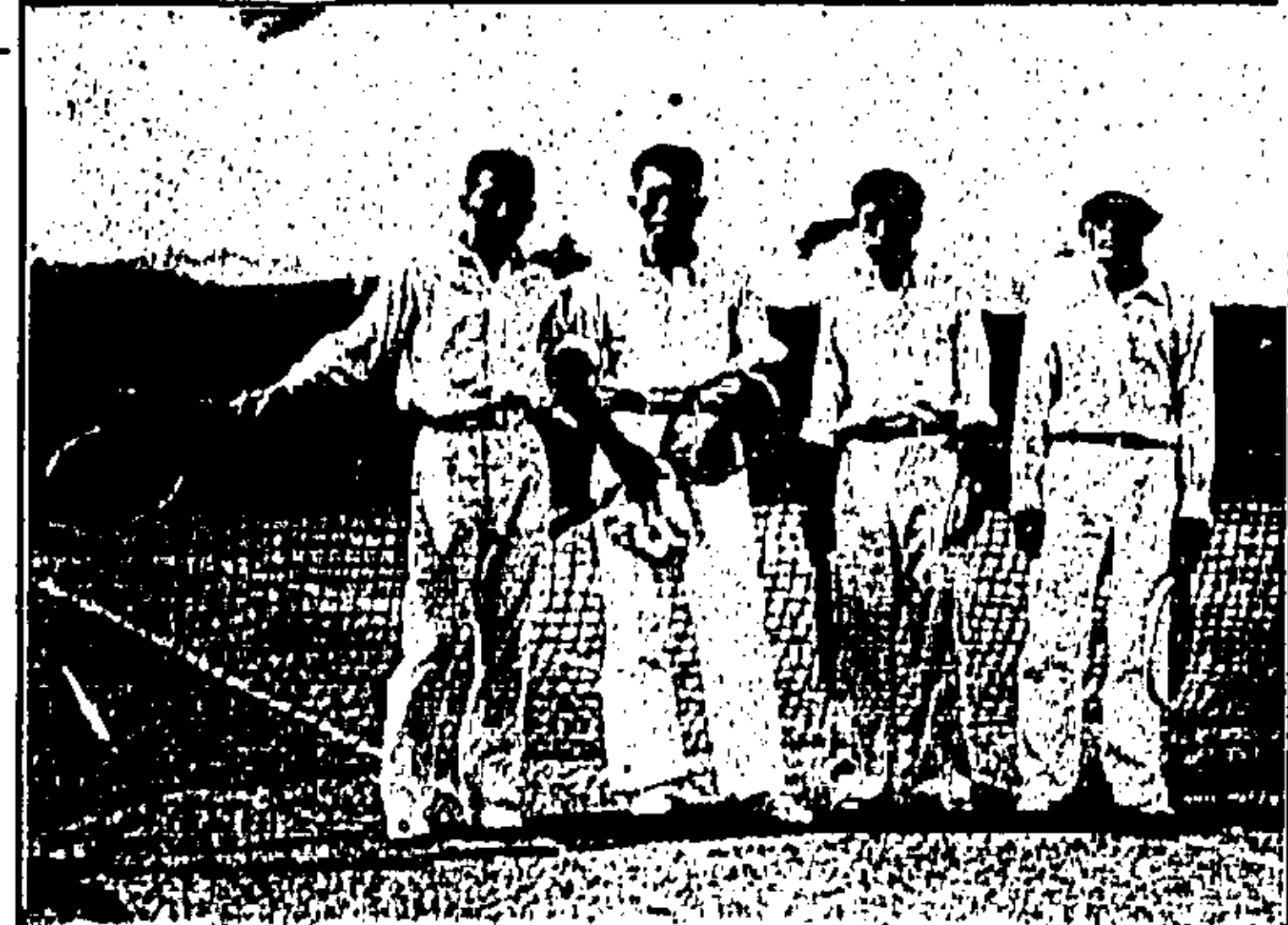
(Above).—MAN OF MYSTERY.—The above composite picture depicts Nicol, the master of magic, performing some of the remarkable feats which have made him famous. He opens his performance at the Star Theatre next week.



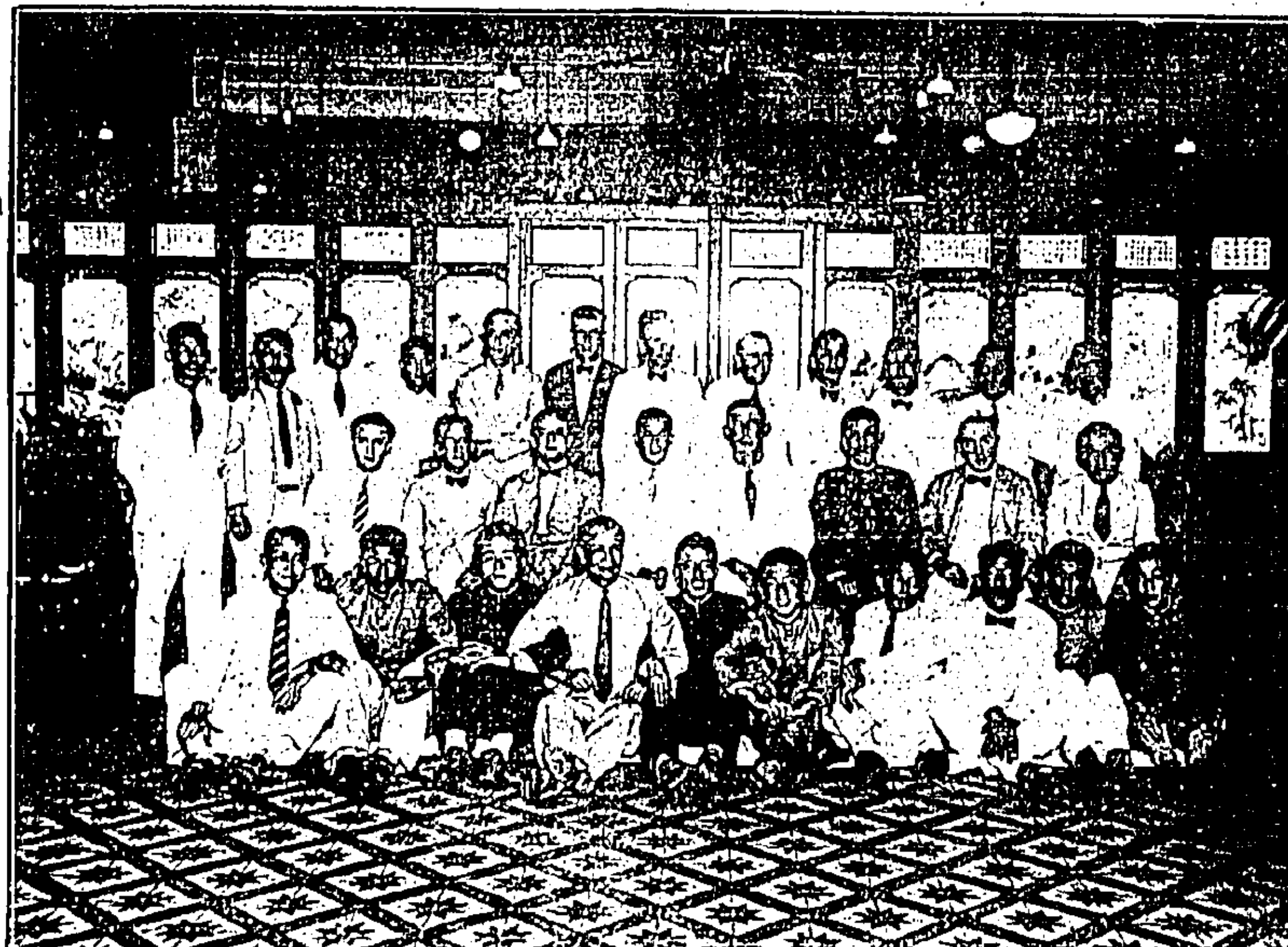
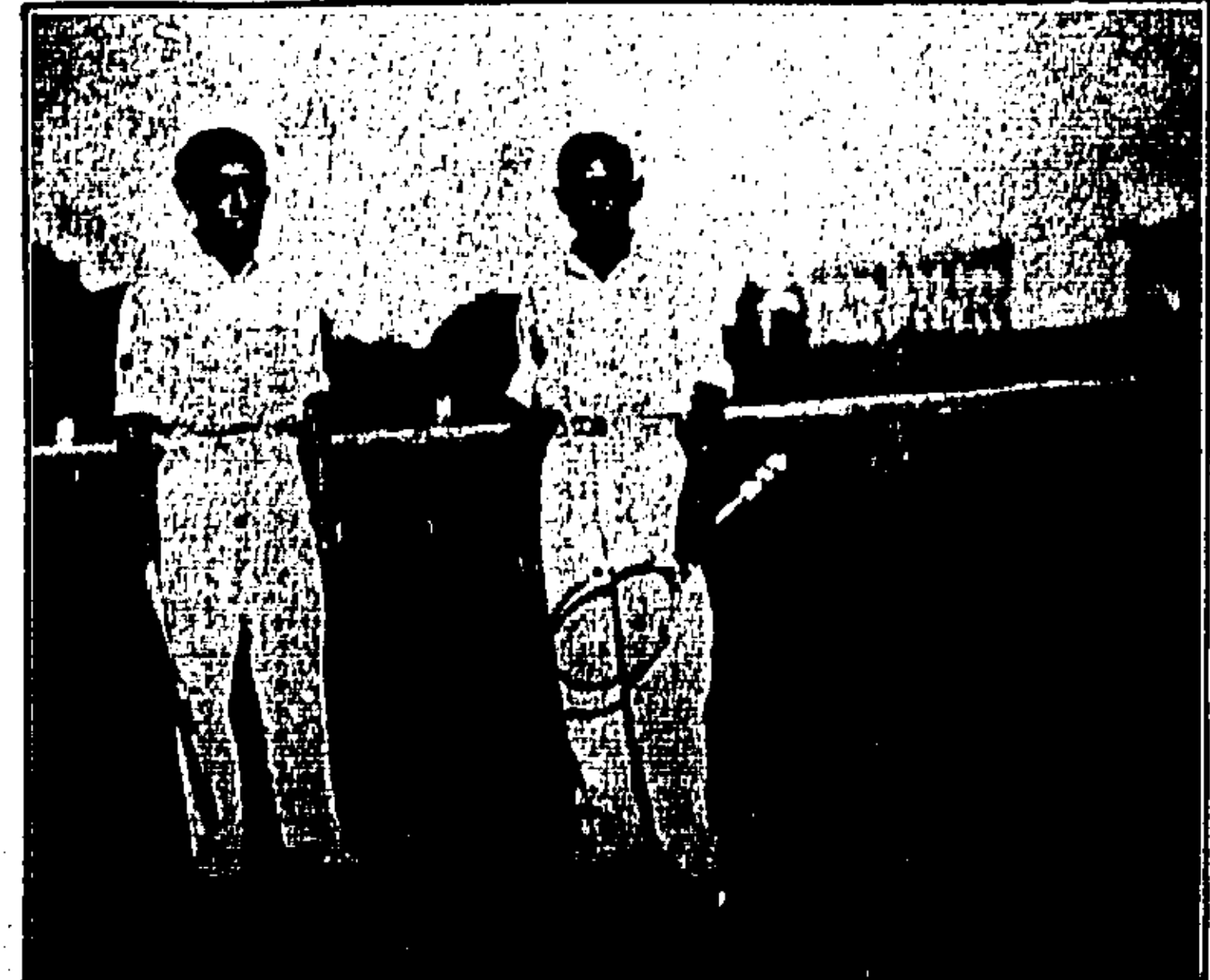
THE MONKEY DOUBLE DANCE by Oscar Shaw and Mary Eaton as seen in "The Coconut," now showing at Central Theatre.



KEEN SPECTATORS.—H.E. the Governor, Sir William Peel, C.M.G., proves a keen spectator at the exhibition tennis matches between the Japanese players from Meiji University and local "stars" played at Kowloon Cricket Club courts on June 28.—(K. Fujiyama).



TENNIS DOUBLES.—The Rumjahn cousins, of Hong Kong, posing for the cameraman with Matsuo and S. Sugura, the Japanese leading pair, whom they defeated in the doubles exhibition at Kowloon on June 28.—(K. Fujiyama).



PLAYERS ENTERTAINED.—Members of the Meiji University tennis teams, who played exhibition matches on the Kowloon Cricket Club's courts on June 28, were entertained at the Kam Ling Restaurant, Des Voeux Road, on the same evening by the Hong Kong Tennis Association.—(K. Fujiyama).



(Above).—WELL COVERED.—A Chinese village on the West River which the inhabitants have been obliged to forsake owing to the disastrous floods, which have covered the houses as far as the roofs and ruined the rice crops.

(At left).—BEAUTIFUL STYLE.—A beautiful style was shown by T. Fujiyama during an exhibition match with C. A. L. Rumjahn at Kowloon on June 28, when he defeated the Hong Kong player.—(K. Fujiyama).

(At right).—SINGLES MATCH.—T. Honda, the Hong Kong champion, and M. Matsuo, the Meiji player, who played an unfinished game at Kowloon on June 28, resulting with a score of 6-6 in the third set.—(K. Fujiyama).



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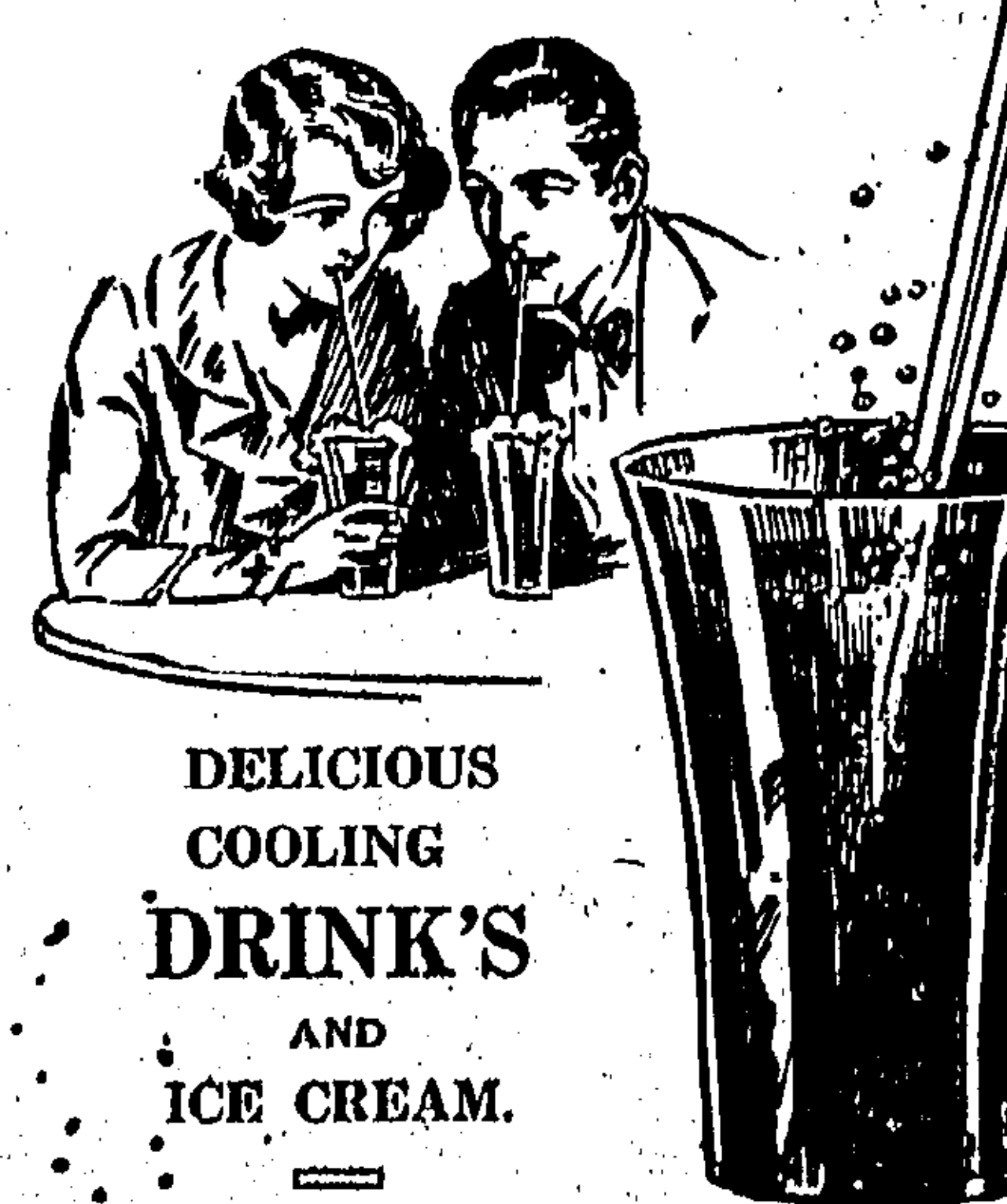
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The Woman's Page



HOT SALMON SOUFFLE

Make a thick white sauce with 1 oz. butter, 1 oz. flour, 1/2 pint hot milk; separate the whites from the yolks of three eggs. When the sauce mixture is somewhat cool beat in the yolks of the three eggs; add 1 oz. of cooked salmon—put through the mincer or rubbed through a sieve; season with cayenne pepper, salt, and anchovy essence; a dessertspoonful of fresh thick cream. Partly whisk the whites of the eggs very stiffly, and fold in. Taste again. Only two-thirds fill a well-buttered mould; lay a piece of buttered paper on top, and steam for forty-five minutes over gently boiling water.

PITFALLS TO AVOID.

Some of you may remember (says a Home paper) how at the beginning of the Great War the papers were filled with "Don'ts." "Don't get into a panic," "Don't lose your head," "Don't listen to rumours," and so on. All wise advice, though sometimes there seemed too much of it. I was glad when the "Don'ts" died down. But they were useful in their way—they helped to remind us that at home, as at the front, there was need for circumspection.

An Irishman once defined this—he was a very eloquent preacher, and often most in earnest even when he made us smile—as "walking as a cat did on a high wall that is studded with broken glass." In other words, look before you tread, go softly, and don't take things for granted. And friendship, like love, is full of pitfalls for the unwary. No matter how well you may think you know your friend, there are depths in her you have not reached; under the smiling surface of her good humour are certain rocks on which you may wreck your hopes if you are not careful to avoid them. "How can one avoid what one does

For Afternoon Wear.



Two simple but smart afternoon frocks in crepe de chine and printed silk featuring the low waist line.

WEDDING GOWNS.

Emphasis on Simplicity Results in Youthful Dignity.

To create the perfect wedding gown one must take into consideration many things. Carefulness to guard the personality of the young girl one is dressing is of first importance. Then there is the question of line, tissue, colour, the way of wearing the veil, which must enhance rather than in any way detract from the particular type of the wearer.

We have a special workshop for the creation of marriage clothes. No gowns demand more study from the point of view of choice, of fitting and all the tiny necessary details.

In principle the tissue chosen is fairly heavy—satin-backed moire, heavy satin, panne. The prevailing line of the corsage is very simple, very young. The sleeves are slender and fitting, the hips close-fitting and the whole length of the train which springs from the skirt itself gives a very young air and at the same time one of sumptuousness and dignity.

The veil is almost always of plain tulle or tulle simply edged with real lace, at least when the family does not possess an old heirloom of real lace, which is, of course, an enviable detail of rich and rare distinction.

The headpiece is always very young and simple, too. It is composed of a little bonnet of tulle embroidered with silver and should be made on the head of the young girl, so to speak, so that the face is framed in a manner most becoming to it. The veil is simply posed over the bonnet without flowers or pearls or unoriginal accessories. Or another fashion is to gather it together tightly at the back, allowing the line of the neck and shoulders to show. Sometimes the little bonnet is replaced by a simple bandeau of silver tissue over which is posed the veil. Nothing, however, is younger, neater or more distinguished than the little bonnet, which, moreover, permits an infinite quantity of variations.

Worth. I specially like brides in virgin-like dresses. The line must be absolutely adapted to the girl who is to wear it. It must be very simple in line, with virtually no trimmings.

I never care for "theatrical" bridal gowns, but sweet and simple models with very few cuts and insets and always long, tight sleeves and a long train. We once made for a young blond American a dress of silver cloth with puff sleeves, but this was quite an exception.

Collars, of orange blossom bands or dull beads, should be tight-fitting and frame the face closely. They hold the veil in place. The latter is of very thin tulle or lace, or sometimes tulle lined with lace. A beautiful real lace veil naturally gives a simple dress an air of richness. Large real flower bouquets are very chic.

Patou. If I put a bride into my collection when it is being shown, it is merely to add a note of pageantry and interest to the spectacle. The actual

Lingerie a la Mode.

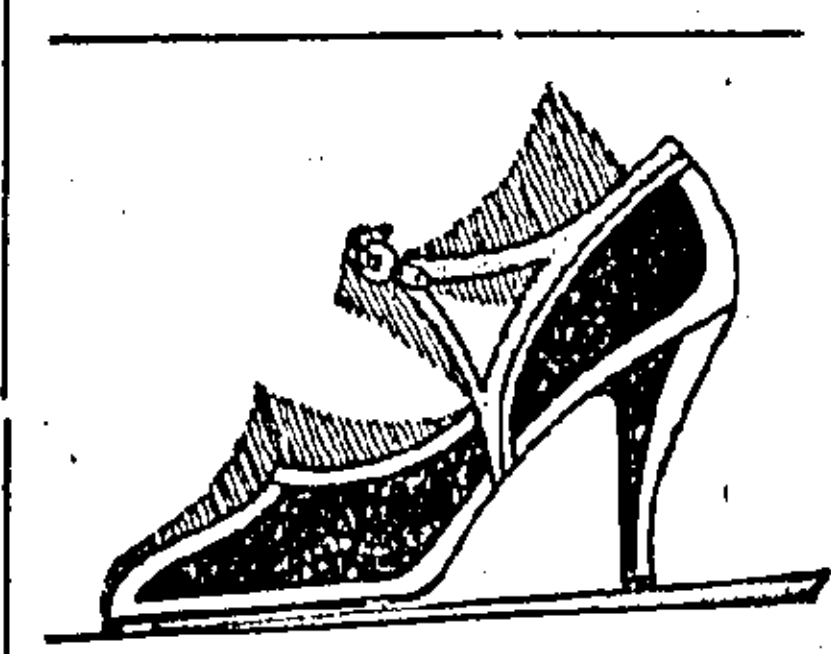


Fashions in underwear are following the more feminine trend of milady's frocks. Lace and embroidery are used freely on this charming set of Lingerie.

choosing of a bride's dress is really a very elaborate matter. About ten persons must be called into discussion to decide and combine their ideas so that the finished creation is exactly suited to the wearer's figure, colouring and type. Line and material will need careful consideration.

The veil should be of tulle or lace, depending on the colour of the hair. Sometimes tulle and lace are combined. Train or no train depends on the girl herself. Sometimes an evening dress is chosen from the collection, and is transformed with little changes into a wedding dress. Large or small round bouquets of wax flowers are often carried.

Mme. Chantal. You ask my opinion about brides' dresses? Well, I think that most of the time they are ugly! Often they are "banal," or are period dresses with a heavy line which is bad for the modern figure. Again they are often terribly simple and flat, with a long train suspended from the shoulders. Trains are in



The strap pump as sketched is an example of a graceful afternoon shoe in black or colour with contrasting trimmings.

ant or lace—real family lace! Poor family laces! They would be so much better in a glass case! It is more than one's life is worth to cut an heirloom veil. All to be done is to arrange it for the "worst"—it is seldom for the better—on a poor wedding dress which does not ask for it nor want it.

During the four years I have been making brides' dresses, I have generally been successful because the line was very pure and showed a supple waist movement. I never have a train from the shoulders. A very thin tulle veil is quite enough and allows the line of the figure to show through it. Although not so orthodox perhaps, as many tissues, chiffon is extremely lovely for wedding dresses.

At a very smart wedding I at-

COLOURED BATHROOMS.

Real gratitude for good nursing and kind attention in illness must have inspired the anonymous donor of the £300,000 that has built the Midland Hospital, with the proviso that nothing should be spared that could add to their comfort off duty.

Princess Arthur of Connaught, who accompanied Prince Arthur on a tour of inspection, was most impressed with the bedrooms. Each one has a built-in wardrobe, with a hat cupboard, built-in clothes shelves, and a special cupboard to hold suitcases and attache cases, and a full-length mirror on a swivel.

Running hot and cold water basin, with glass toilet shelves, a glass-topped table, a built-in writing desk, and two mellow parchment-shaded lights, one with a bedside switch, are included.

The baths for the nurses are all coloured, and so are the bath cubicles, either yellow, blue, or green, while a special room to each group of bath cubicles contains a big basin, with electric shampooer and electric hair drier—exactly as one gets in a good coiffeur's salon—and beside it a plug in the wall for heating curling irons.

Weathered oaken panelling, peach-shaded distemper, and gay cretonnes make the sitting rooms of the sister tutors and sisters at the home most attractive.

HOSIERY



Youth commends these swagger styles for active sports. For golf—made of service weight silk with colour contrast in stocking and sheer tops. For Tennis—anklets with coloured tops are ideal for these hot days.

The BLOUSE



Now that the tailored suit has given new importance to blouses, new dressmaking details make the selection of blouses as interesting as that of dresses. The blouses sketched—one featuring the Peter Pan collar, the other a new sleeve

not see?" you ask. Well, that's the difficulty. But there are often signs that warn us we are sailing in troubled waters.

That we don't mind discussing our family affairs is no reason why we should want to talk of hers.

Don't ask questions on any subject that you see she tries to avoid. She will tell you anything she wants to tell you; and if she prefers to keep her own counsel, it will not mean that she does not trust you—only that she feels that there are certain things that are better left unsaid. Loyalty to one's family may be an old-fashioned virtue, but a beautiful thing, nevertheless.

So is loyalty to one's friend—and this brings me to another "Don't": Don't talk her over. It's tempting sometimes, when we're sitting by the fire or sharing a country walk, to exchange ideas with our companion as to how some absent friend strikes you. You mean no unkindness when you say, for instance, "I think Eleanor is a bit too introspective, don't you?"

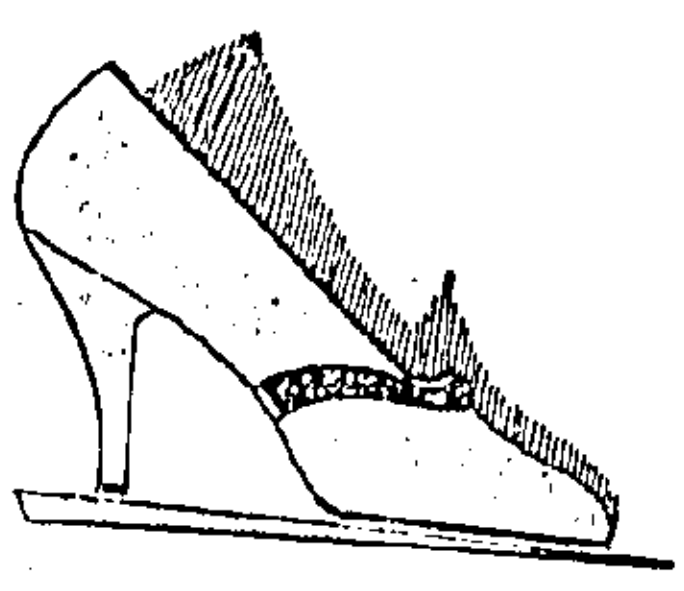
Your companion agrees, adding, "She's a dear, but she does take herself too seriously." And when Eleanor is criticised by someone else, who may be less fond of her than you are, your joint opinions are airily passed on. By the time that they reach Eleanor's ears, you are reported to have said that she is conceited. Your explanation doesn't do much good, and though she professes not to care, you know you have hurt her seriously.

Another "don't" that should be put in capitals is DON'T PRETEND. It isn't really kind, though we may think so at the moment, to spare our friend's feelings by pretending to like what does not appeal to us. "The great blessings of this life are friendship and affection," says F. W. Robertson. "Be sure that the only irreparable blight of both is falseness." And "a little kind (7) lie" is no false as a big one—there is only a difference in degree. The friend we trust, the friend to whom we go when we're in trouble, isn't the one from whose lips pretty speeches trip off so lightly and unmeaningly. It's the one on whom we know we can depend to tell us what she really thinks.

Don't argue! If you don't agree on a certain subject, agree to differ, each trying to see the other's point

of view. I know two people—sisters-in-law—who were on the way toward being close friends, when the general strike, or rather, their own intolerance, came on and spent it all. They held different views on the rightness of it, and instead of concentrating on certain points on which they could both agree, each tried to talk the other down by repeated and heated arguments. The result was that each was more firmly convinced that the other was in the wrong, and the scorn of each other's opinions and bias, implied if not actually expressed in words, was too bitter to be forgotten. They are just "in-laws" now, very polite and friendly; but real "friends," alas! no more.

"We don't want arguments from our friends; we want sympathies, sensibilities—emotional bonds—the right person's silence is worth more for companionship than the wisest talk in the world from anyone else. It isn't your mind that is needed here, or what you know; it is your heart and what you feel."



Afternoon pump of white kid trimmed with reptile with small buckle ornament.

AN AFTERNOON DRESS.

With all the emphasis placed on prints and navy blue and pink this year, it is rather difficult to find a dress which is all these three things and is still at all unusual. One navy silk afternoon dress has tiny little pink figures scattered frugally over it. They look more like tiny spades than anything else. Inserted in both sides of the skirt is a narrow section of pin pleats. The sleeves are three-quarter length and ended in the little flare which is, about the only means of making this sort of sleeve graceful. The neck is round and has a double row of long narrow points of pink silk for a collar. The belt, usually of self fabric, is on this dress, patent leather and one and a half or two inches wide.

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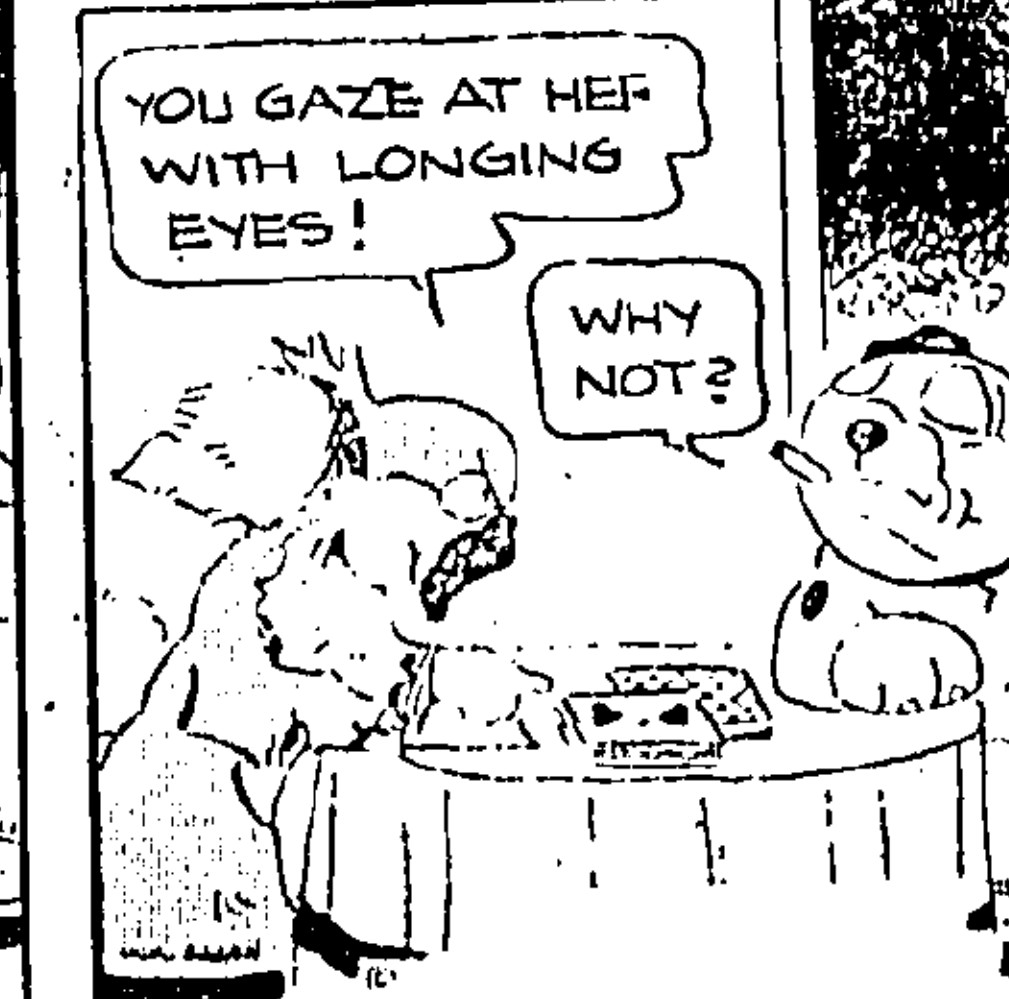
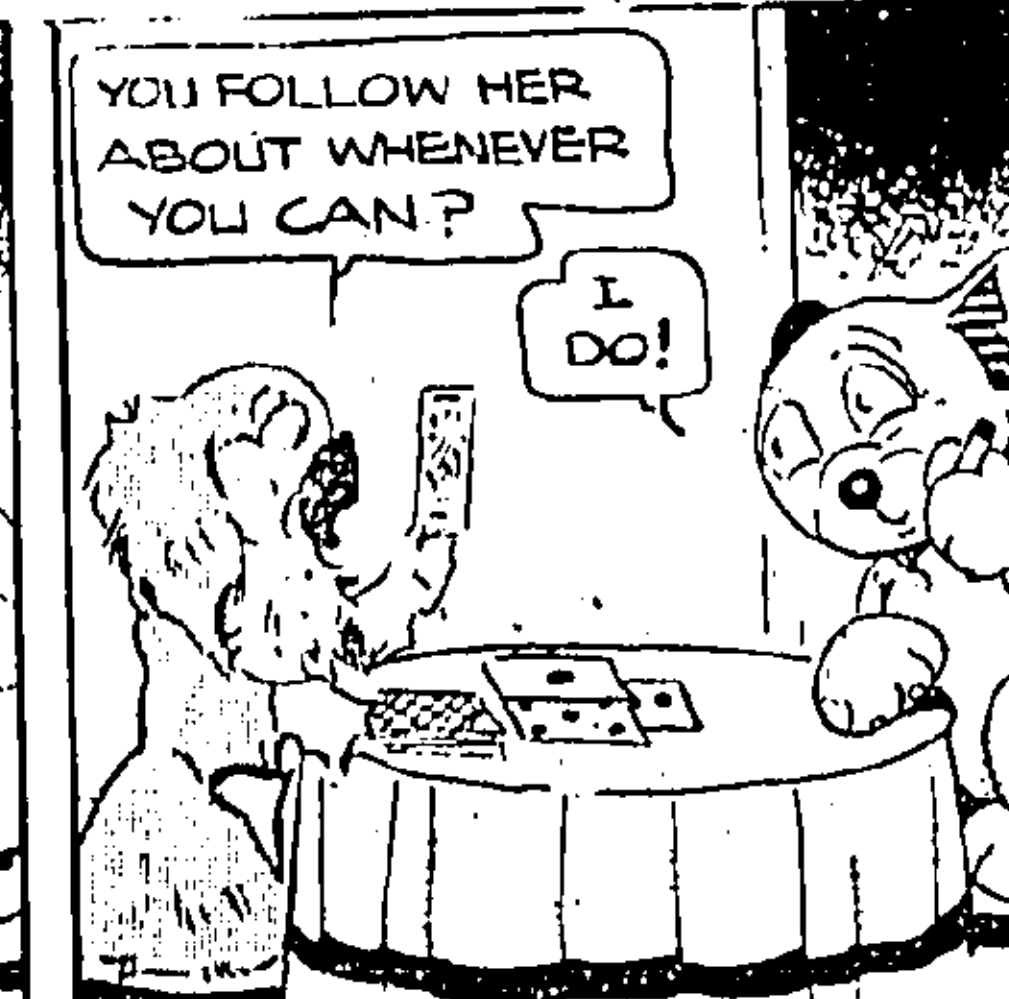
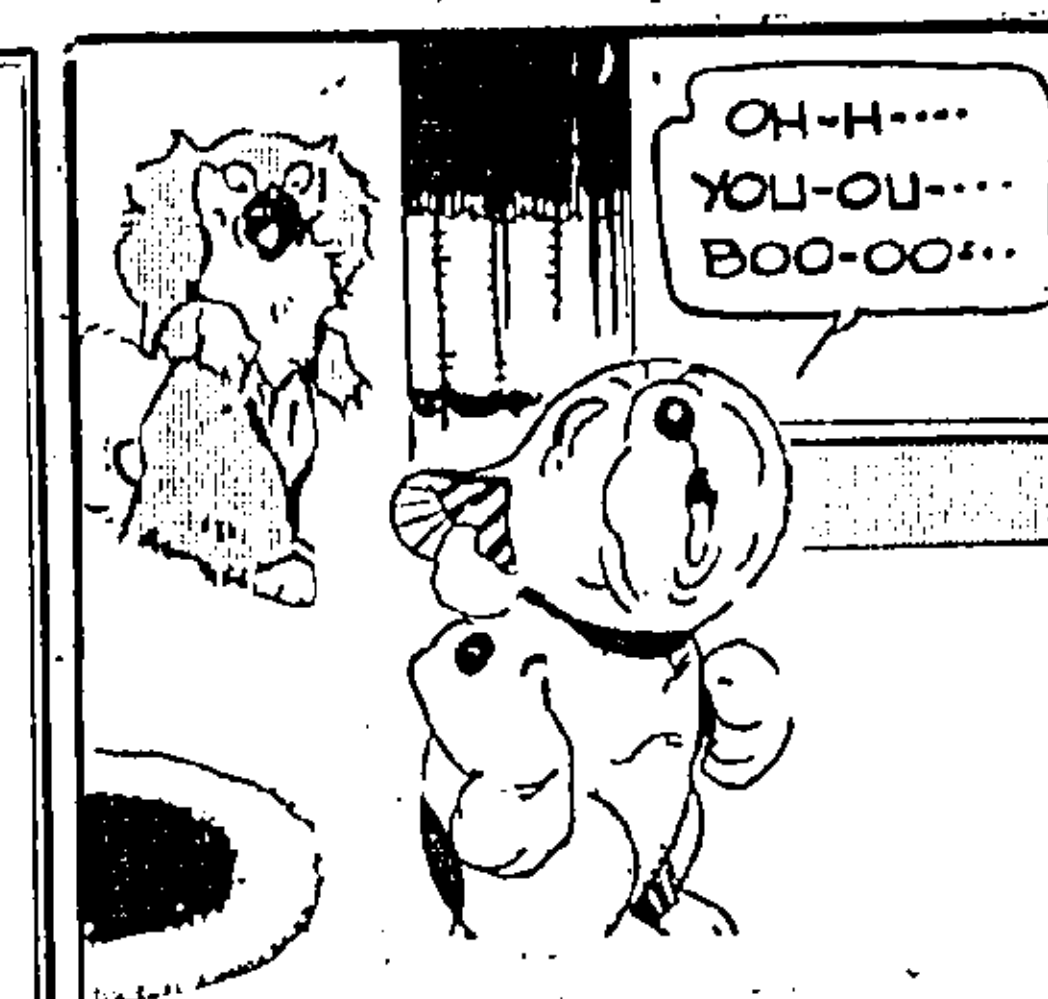
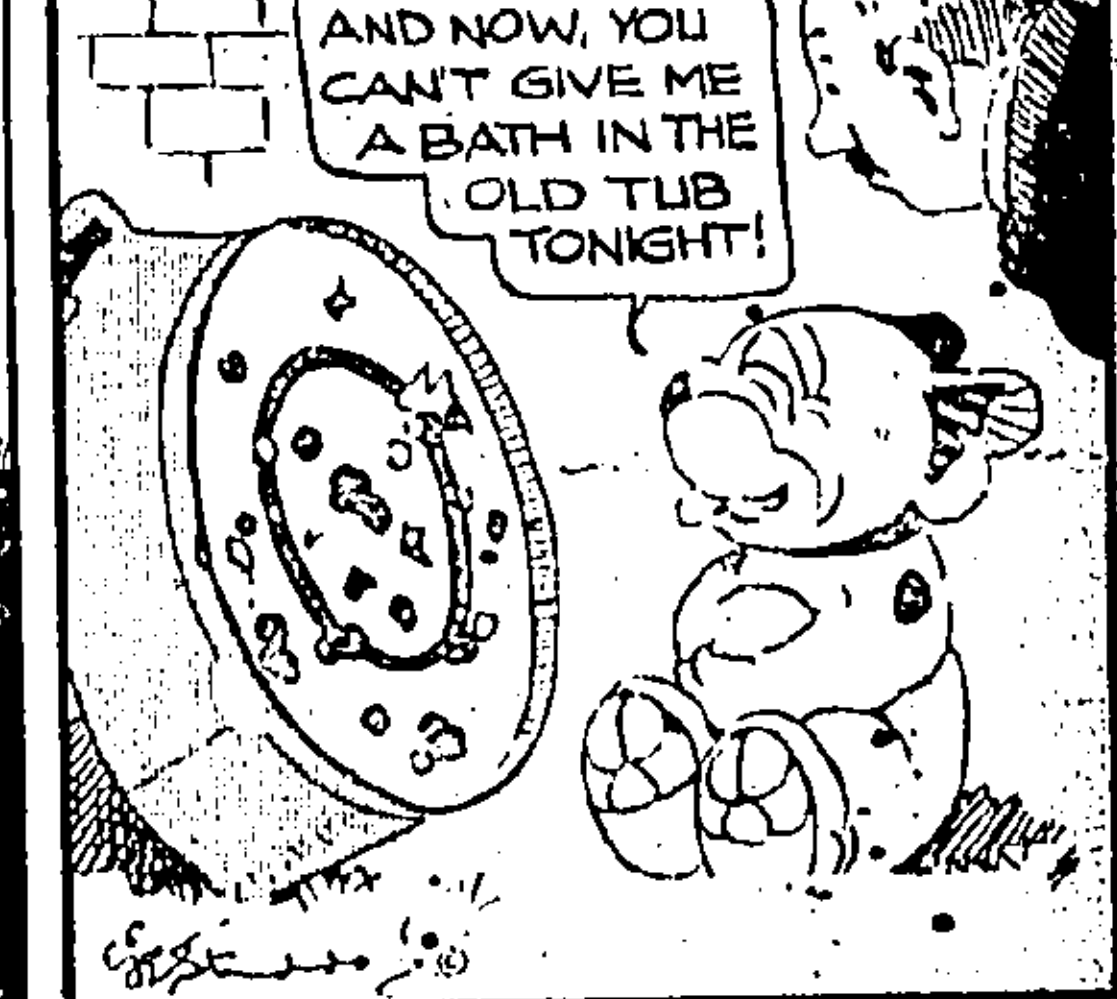
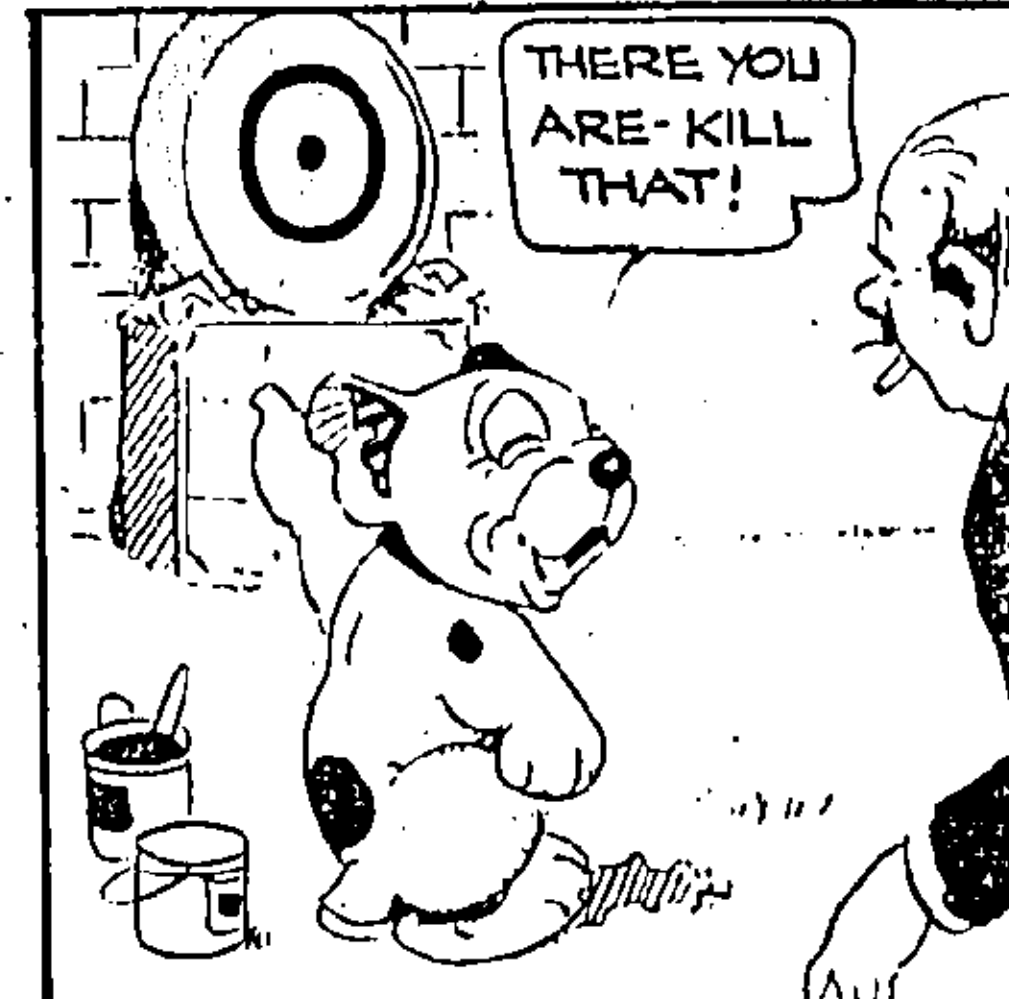
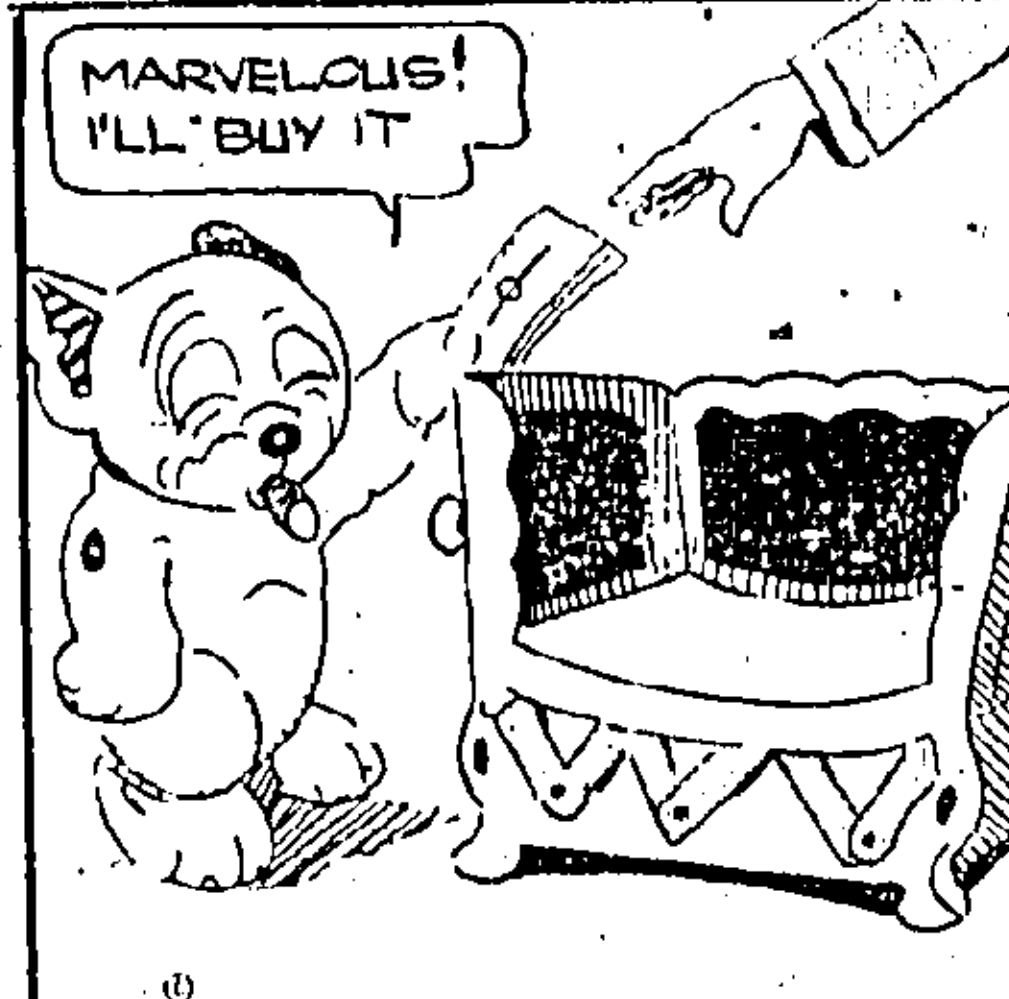
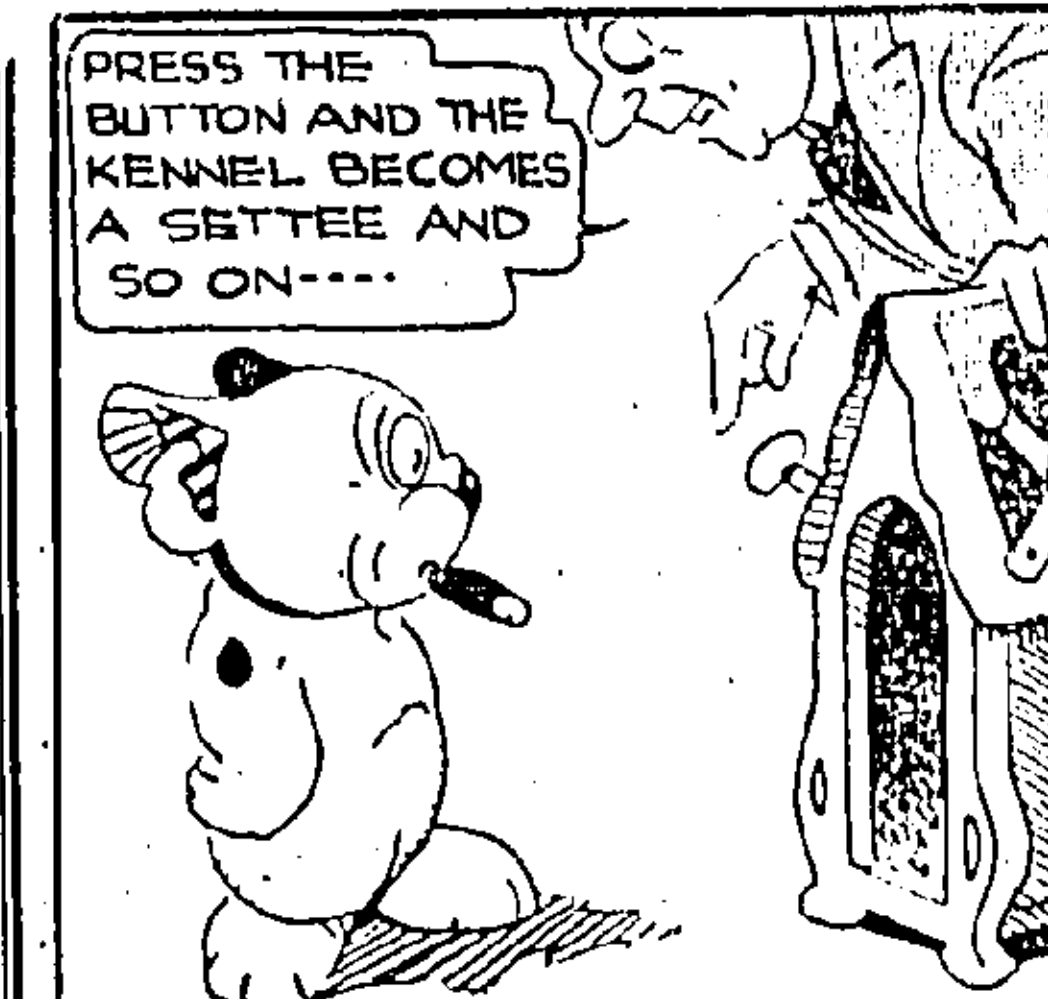
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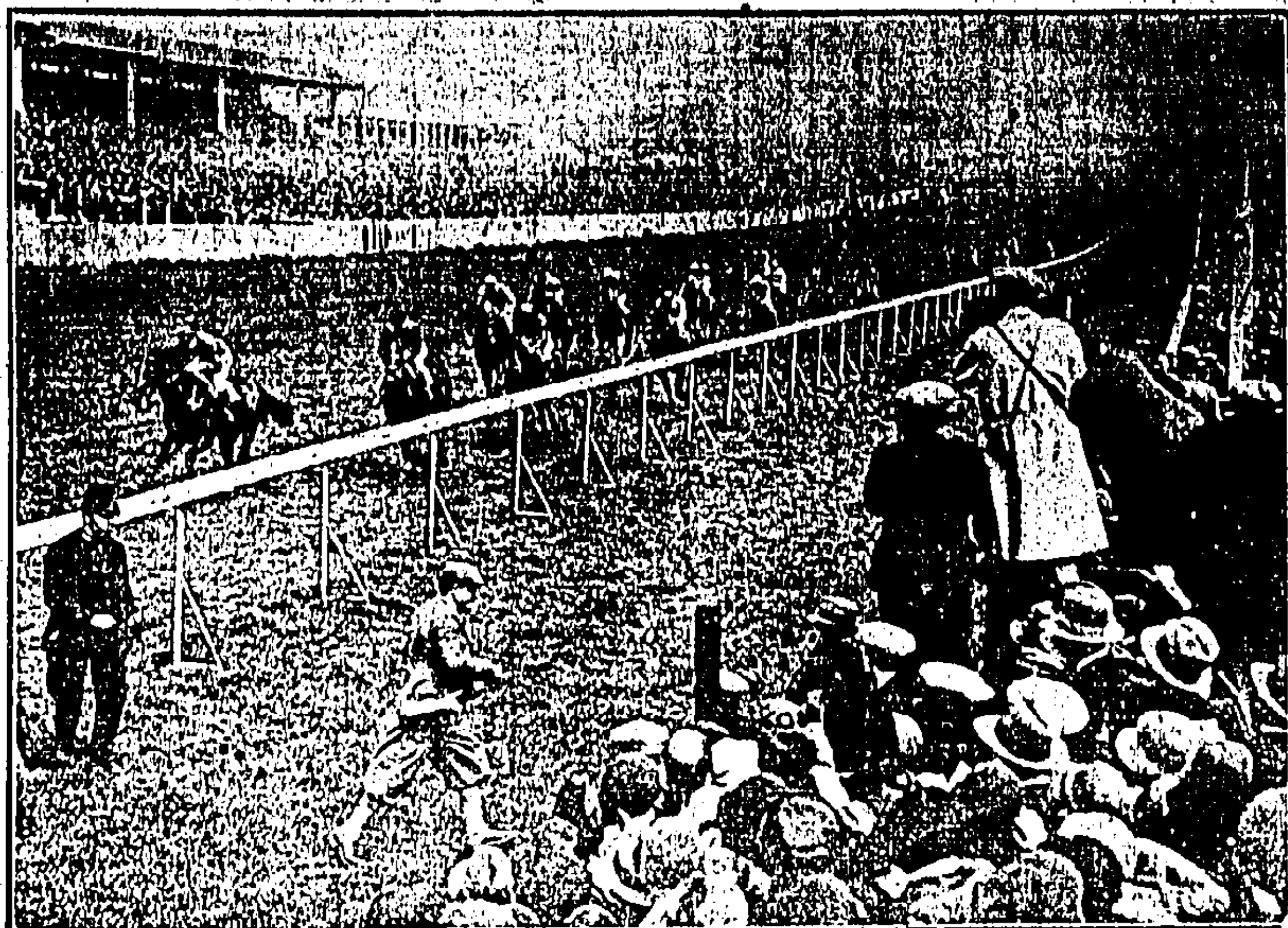
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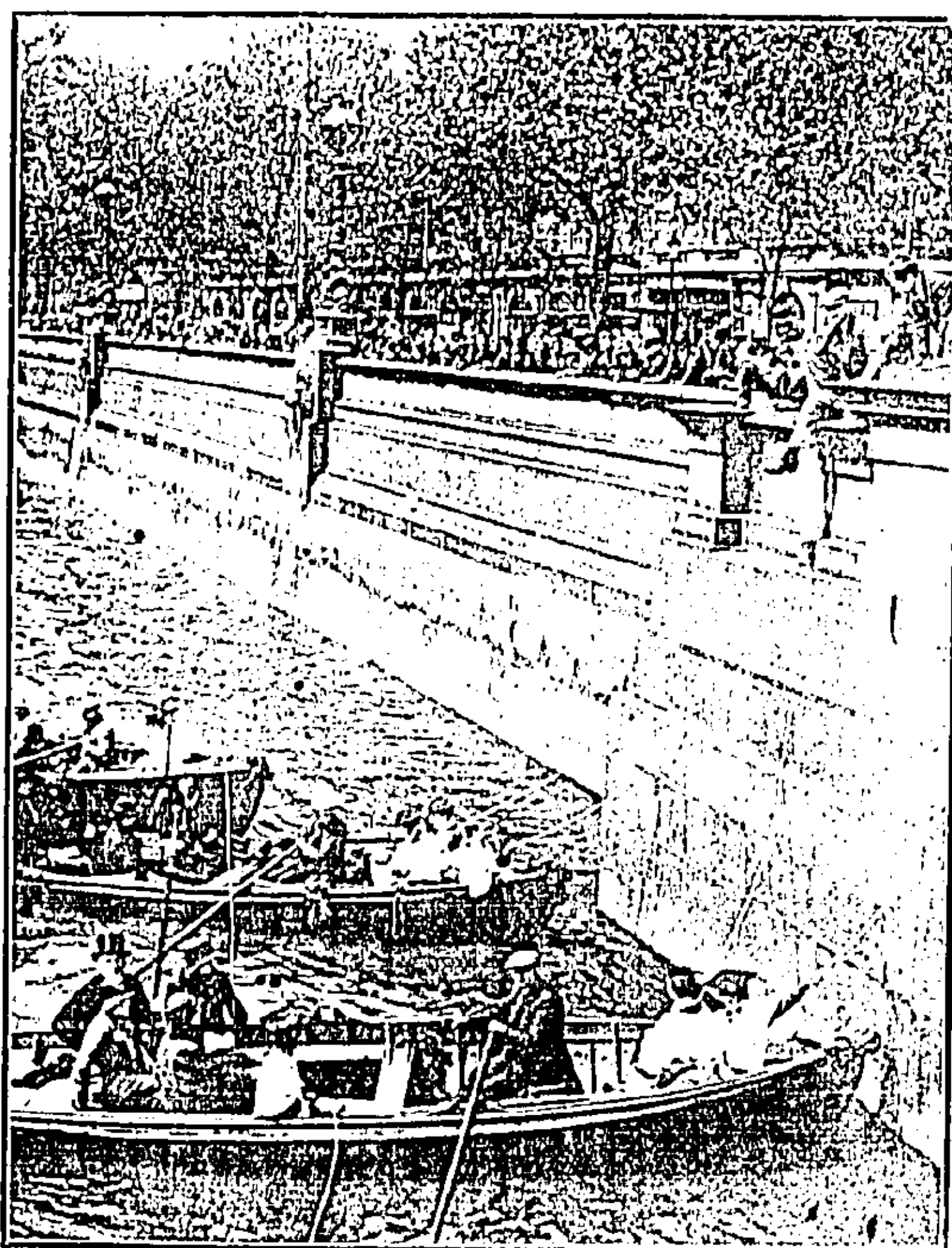
By George Studdy



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RACING CARNIVAL. — Enormous crowds at Epsom Downs to see the Derby, the King received a terrific "Grand Salute" from the crowd. — (Sport and General).



BEATING THE BOUNDS. — With customary ceremonial "Beating the Bounds" was carried out by the choir boys of St. Clement Danes Church in the Strand, London, on May 20. As the boundaries included part of the embankment, the boys enter boats to carry out their duties. — (Sport and General).



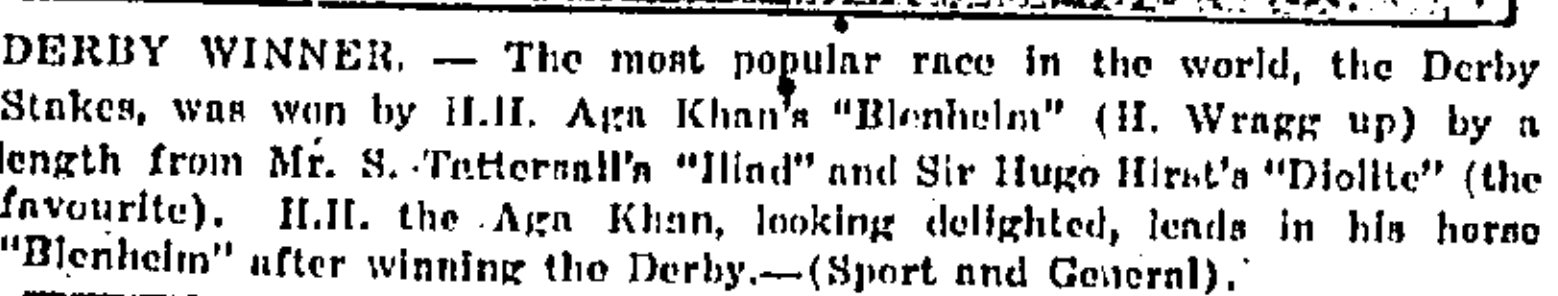
IN THE LIMELIGHT. — The high Commissioner for India at his desk in India House, Aldwych, London. Sir Atul Chatterjee, the High Commissioner for India. — (Sport and General).



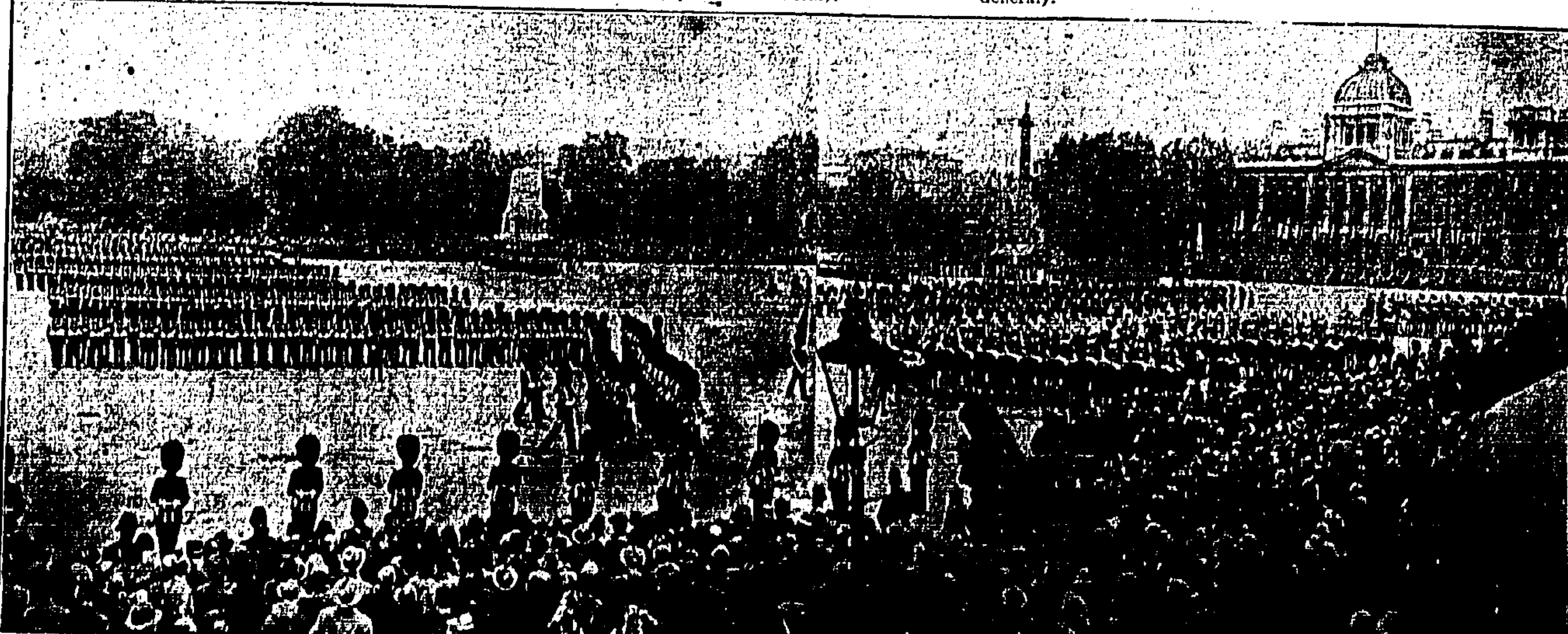
PROMINENT WOMAN M.P. — Countess of Iwagh, Conservative Member for Southend since 1927, and a daughter of the Earl of Onslow. — (Sport and General).



A GREAT SPORTSMAN. — A great personality of the race course, Lord Londale, Senior Steward of the Epsom Meeting, smokes an outside in cigars. — (Sport and General).



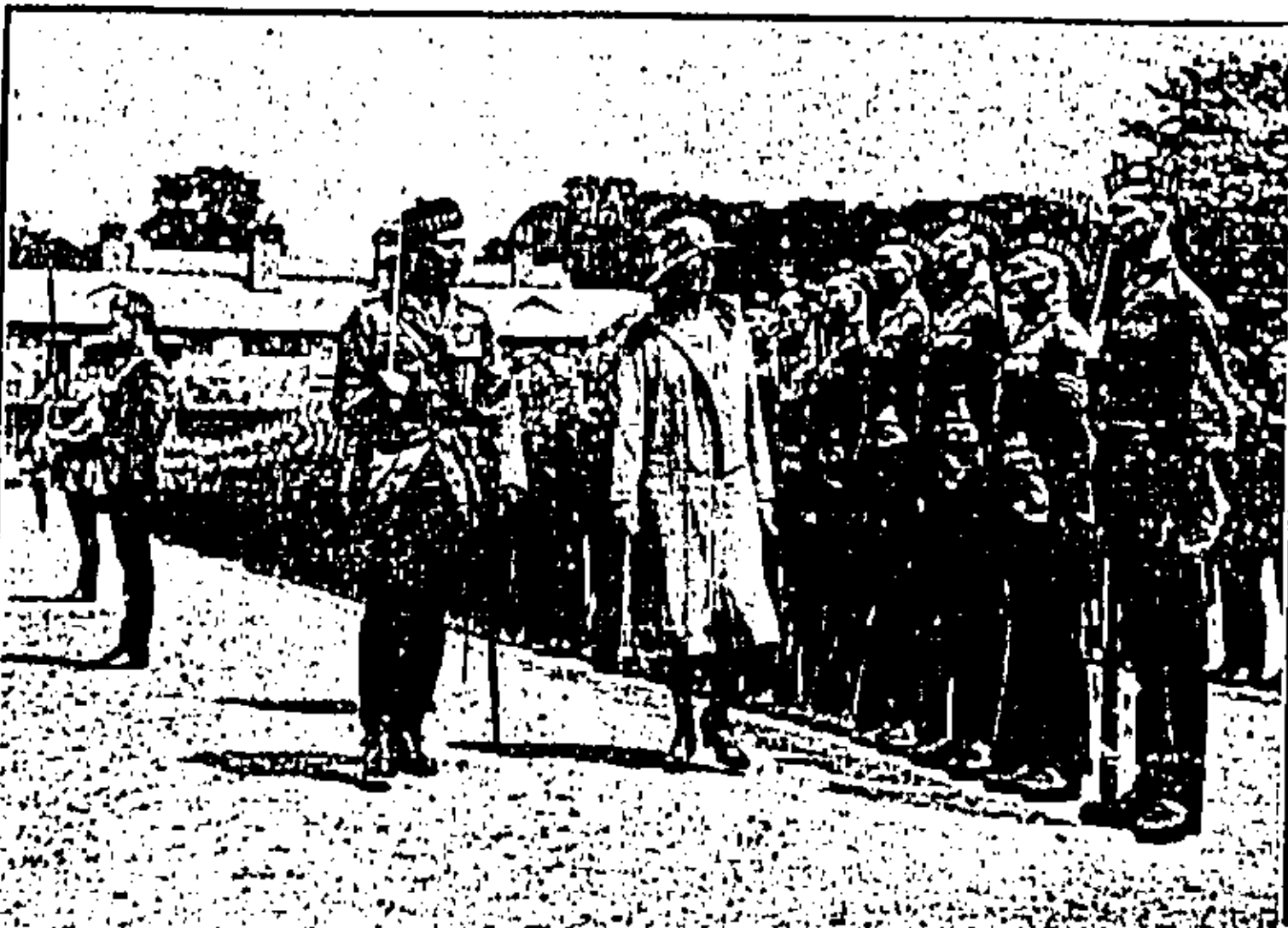
DERBY WINNER. — The most popular race in the world, the Derby Stakes, was won by H.H. Aga Khan's "Blenheim" (H. Wragg up) by a length from Mr. S. Tattersall's "Hind" and Sir Hugo Hirs's "Dollie" (the favourite). H.H. the Aga Khan, looking delighted, leads in his horse "Blenheim" after winning the Derby. — (Sport and General).



KING'S BIRTHDAY. — In honour of H.M. King George's 56th Birthday, the annual pageantry of trooping the colour was carried out with customary military precision on the Horse Guards Parade, London, June 3, before a vast crowd. Owing to an attack of rheumatism, H.M. the King was unable to be present, his place being taken by H.H.H. the Prince of Wales. — (Sport and General).



PRINCE IN THE WEST. — H.R.H. the Prince of Wales is conducting a short tour of the West of England, flying from place to place. The Prince in the Big Ring with the President and members of the Council at the Bath and West Agricultural Show. — (Sport and General).



PRINCESS MARY, Countess of Harewood, visits the Royal Scots, (of which she is Colonel-in-Chief) at Talavera Barracks, Aldershot, Hants, June 2. H.R.H. Princess Mary inspects the Royal Scots. — (Sport and General).

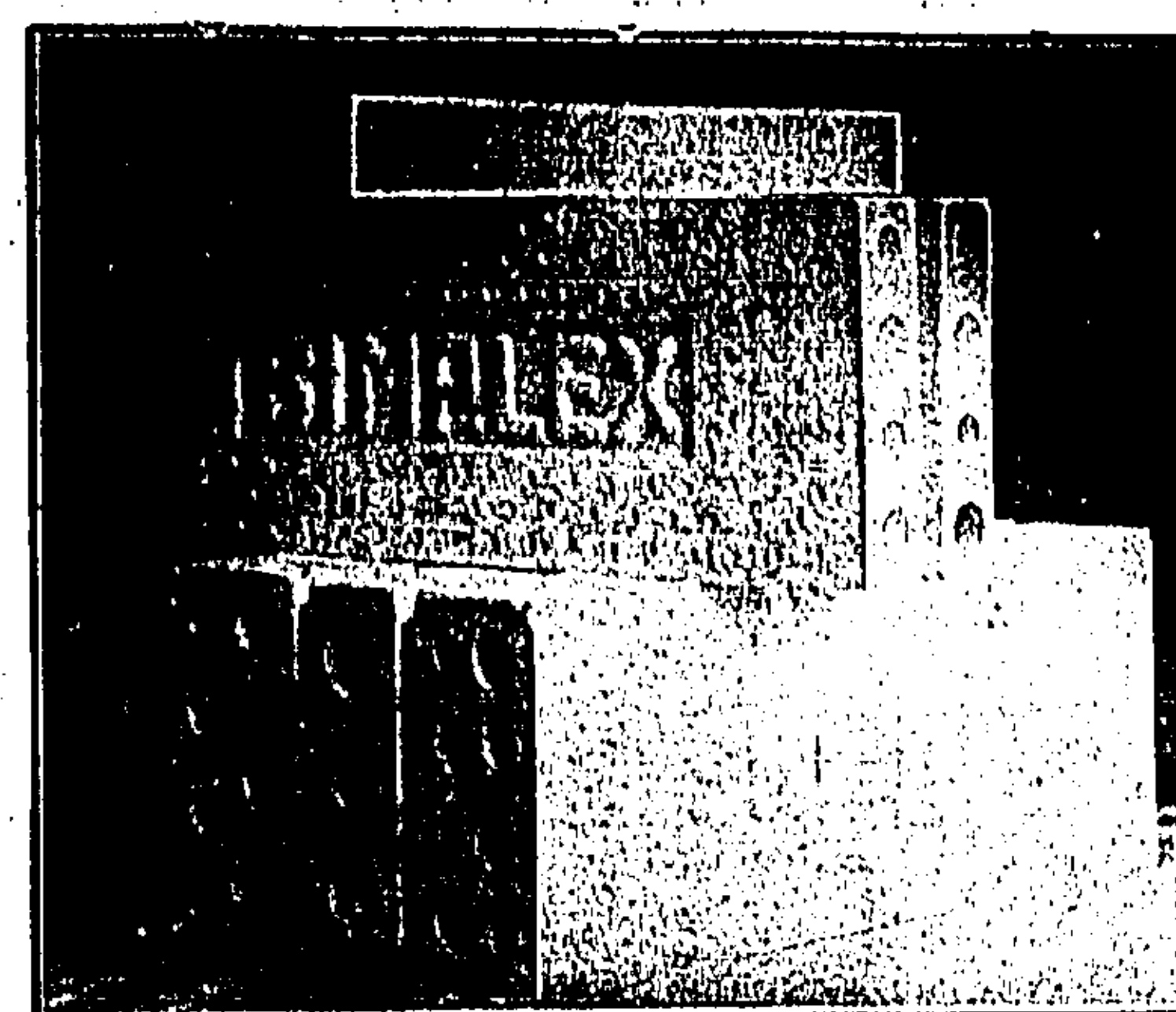


TATTENHAM CORNER. — Grinches thousands journeyed in all manner of ways to see the battle for the Blue Riband of the Turf at Epsom. The field rounding the famous Tattenham Corner. — (Sport and General).



SUN BATHING. — Hot wave scenes at Chiswick Baths, London. A quiet read by the side of the swimming pool getting sun-burnt. — (Sport and General).

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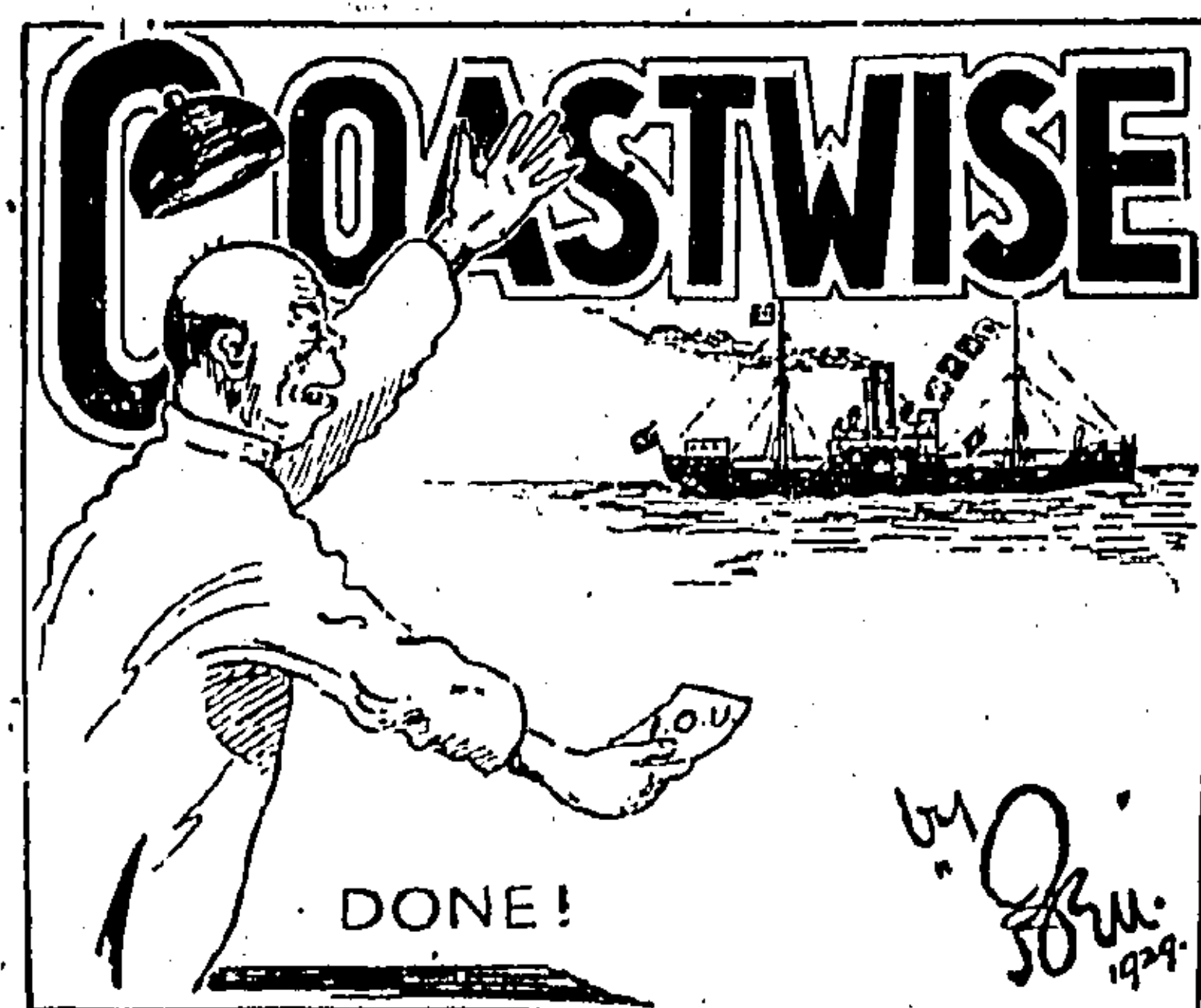
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HAVE TO RUB-
AND I USE
NOTHING
BUT
Persil!

IT may seem incredible, but the millions of oxygen bubbles released by Persil in the washing water actually remove more dirt from clothes than would hours of hard washboard rubbing. The gentleness of these bubbles saves the clothes — no rubbing, no wear. Yet they clean thoroughly — and Purify. Persil has valuable germ-destroying powers. You can do the whole washing with Persil — everything!

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THE NEWSPAPER ENTERPRISE LTD.
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ALL FOR MONEY!

Zodavisky Champions
Mercenary Men.

HEATED DEBATE.

Should a young man marry for money? was the subject of a heated debate last night at the Anti-Aircraft Club, and the proposer of the motion, Zodavisky, had many interesting things to say on the subject.

Addressing the gathering, he said: Mr. Chairman, ladies and gentlemen, I am called upon to night to express my opinion why a young man should marry for money. I say and say it with confidence that we should do such a thing, because it is for fellows like ourselves that have given women their emancipation.

Now that they have come out of their shells, we are paying very dearly for it. We have to stand their blarney ways of powdering their noses in public, to say nothing about having to be constantly smothered by their cigarette fumes.

We give them our liberty, and for that they should pay. My own price is \$100,000, and although it is not much with the dollar going down, yet it is a price that I think I can safely place on myself without running the risk of not finding a buyer. I know I am handsome and in every way a very acceptable husband to any old woman.

There is another reason why I say that young men should marry for money. We have in our midst many old grass widows, and some genuine ones, too. But they are all too old to find favour in the eyes of young men, unless they were willing to pay the price. Now to be tied down to an old dame is no joke, and the only compensation that a young man should look forward to is "Pay, Pay."

Wallford, who was the proposer of the motion, who was an American from an old Kentucky, said: "Brothers and sisters, I came here with one object in mind and that object is to save the debased soul of my honourable proposer. But after having listened to him, I fear that there is no remedy, and with one voice I ask you all to say—'Let him go to it.' Before I sit down I must admit I am defeated, but there is no reason why the rest of you should follow his footsteps."

WEAK SPIRIT!

Fails to Cure Sore
Throat.

FUTILE DREAMS!

The Samsen (Siam) recently placed under arrest Nang Kuey and two of her associates on charges of pursuing the illegal practice of a spiritist medium and criminal intimidation.

Nang Kuey had led her present career for some time, and her record as a medium was ruined only by the refusal of a disbeliever to pay the cost of medicine prescribed for him in a trance. It appears that Nang Kuey was suffering from throat trouble. The news of Nang Kuey's supernatural power somehow reached him, whereupon he paid her a visit at Bang Krabue.

The spiritist medium, of course, accepted Nang Kuey as a client. She agreed to prescribe a medicine for him at Tes. 12.00 promising certain cure. Nang Kuey accepted the price, although he had available at the time only Tes. 8.00. This he paid Nang Kuey and made an agreement to deliver the rest later. Then the medium fell into a trance, and prescribed for him the medicine as well as the method of curing the disease.

Several days after Nang Kuey had made another trip to the medium's residence, complaining that his throat was getting worse. Nang Kuey then asked him to hand over the Tes. 4, which the latter had agreed to pay. Nang Kuey had thought not to do so, declaring that his throat was not yet cured. Thereupon he returned home. A man soon followed him to the house and declared that he was directed by the medium to inform him that if Nang Kuey would not pay up his debt, he would be a dead man.

Nang Kuey was so frightened at the threat that he rushed to the Samsen police station and reported the whole affair. The medium's arrest followed.—Bangkok Daily Mail.

LETTERS & RADIO

Addresses Which Cannot
Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante.
Mademoiselle May Allegrini, P. N. Amico, A. Ballo, Miss L. Barbat, C. S. Dang, W. G. Duffield, J. Drewry, Eastern Trading Co., Ltd., A. Evans (s.s. Golden Sea), L. Figueroa, D. J. Fraser, Donald Fraser (c/o Minister of Communications), L. C. Grover, Mrs. F. E. Hansen, P. Kulka, J. B. Kemp (Holder & Stoughton), Mr. and Mrs. L. E. Lamorie, Dr. A. D. Maxwell, Pritchard & Co., E. Ravera, Miss A. D. Sikes, C. K. Stott, M. Simon, P. Y. Tong, M. Thibault, J. Turton, Miss J. Wu (s.s. Paida), Mrs. H. J. Williamson.

Registered Articles.
M. Beraha, S. R. Bowdler, Dr. N. Bradbey, Gulam Mohamad Din (c/o Gulam Mustafa Najput), Mme. I. Duverrier, Donald Fraser (c/o Minister of Communications), E. Gracety, Lee Sak-kow (c/o Wang Ching-wel), Roberts Portraits Co., Wang Chung-wel.

Unclaimed Radio.
Chen Wan-tai, from Swatow.
Seniority, from Canton.
Kwong Foe-chung, from Weltverden.

L. B. Fishback, American, from Los Angeles, Calif.
2719, from Swatow.
10315, from Shanghai.

Dierks Field, Peninsula, from Shanghai.
Yik Tai, from Hailow.
1627, from Canton.

Himman, from Quinon.
Otto Pneger, from Los Angeles, Calif.
Cheong Fat, from Nandinh.
6068, Masati, from Shanghai.
4328, from Canton.

3018, from Shanghai.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast today from the Hong Kong Broadcasting Station Z.B.W. on 258 metres:—

10 a.m.—Church Service relayed from St. Joseph's Church.

11—Holy Mass:

(a) Kyrie.
(b) Sermon: "The World and Sanctity," by Rev. Father Kennedy, S.J.

(c) Offertory.
(d) Sanctus, Benedictus and Agnus Dei.

(e) Post-Communion (Gospel and Organ).

11—Benediction of the Blessed Sacrament.

(a) O Salutaris.
(b) Tantum Ergo.

(c) Adoremus.

At the end of the Service a Chinese Programme will be broadcast until 1 p.m.

9 p.m.—Weather Report and European Programme of H.M.V. Records selected and supplied by Tsang Fook Piano Co.

"Academic Festival," Overture, Detroit Symphony Orchestra (1933).

"Academic Festival," Overture, Detroit Symphony Orchestra (1933).

"Porter Song," March Journal (1135).

"Farewell, Old Castle," March Journal (1135).

Negro Spirituals:

"The Go Down Moses," (7194).

"Swing Low Sweet Chariot," (7194).

"Swing Low Sweet Chariot," (7194).

"Swing Low Sweet Chariot," (7194).

"Swing Low Sweet Chariot," (7194).

"Swing Low Sweet Chariot," (7194).

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"Swing Low Sweet Chariot," (7194).

"Swing Low Sweet Chariot," (7194).

POETS' CORNER.

THE SEA.

What is this mystery
That holds me dumb
As the tides go and come?
Majesty and reverence I stand
As one awaiting a command.
Is it the Voice of God, O Sea,
Voice of Eternity?

What is this mystery
That holds me dumb
As the tides go and come?
Majesty and reverence I stand
As one awaiting a command.
Is it the Voice of God, O Sea,
Voice of Eternity?

GOD.

God is my guide,
I cannot stray;
He walks with me
And shows the way.

God is my strength,
He keeps me well;
His love for me
I daily tell.

God is my light,
Through Him I see;
In every hour
He leadeth me.

God is my shield,
My strong defence
Against human pride
And sinful sense.

God is my life,
Supreme divine;
His Love and Truth
For ever mine.

God is my all,
In Him I trust;
I know naught else
Serve Him I must.

—GRENVILLE KLEISER.

THE COM-PRA-DORE.

To goodly silk, with furs galore,
Approacheth now the Com-pradore,
To hold him, Cold, nor be distressed,
For that he is so richly dressed,
His durlous name de-rivers his
source

From Pop-tu-que, al-though, of
course,

Some are, who claim it is Chi-nese;
And is a syn-o-nym of "squeeze"
(Which lat-ter word, I must ex-plain,
De-mon-strates il-le-it gain).

What time the early traders fought
For foot-hold here and produce
bought,

This man into ex-lat-ence came,
And ever since, has been the same.
He nat-ur-ly not how you may feel:
He'll ar-bitrate your ev'ry deal.

No foot-hold, in sea-then Land,
Can carry things with higher hand
And might's so sad, 'twixt me and
you.

As his de-cis-ive "no can do!"
Ab-etted by that nifty Toft
Tolpet the local market Shroff
He se-ra-tin-a-es each in-dent:

And gath-ers in his two per cent.
And though you hur-riedly may seek
His val-ued ser-vice to be-speak,
You'll find him in just twice a week!

[From "A Child's Primer of Things
Chinese" (For Grown Ups) by Robert
Bene L. Foreback, R.D., Tientsin.]

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SPLENDID BARGAINS IN

NOVELTY ---

--- WASHING ---

--- FROCKS ---

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Philadelphia Symphony Orchestra (1119).

"Hungarian Dance No. 1," Philadelphia Symphony Orchestra (1119).

"Spanish Dance," Philadelphia Symphony Orchestra (1119).

"Hungarian Dance No. 1," Philadelphia Symphony Orchestra (1119).

"Spanish Dance," Philadelphia Symphony Orchestra (1119).

"Hungarian Dance No. 1," Philadelphia Symphony Orchestra (1119).

"Spanish Dance," Philadelphia Symphony Orchestra (1119).

"Hungarian Dance No. 1," Philadelphia Symphony Orchestra (1119).

NEW ADVERTISEMENTS.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 7th day of July, 1930, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Prince Edward Road, Kowloon Tong, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot.	Boundary Measurements.	Area in Acres, Roods, and Poles.	Approximate Area in Acres.	Approximate Area in Acres.	Approximate Area in Acres.
1.	...	...	...	...	...
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10.	...	...	...	...	...

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 7th day of July, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of two Lots of Crown Land at North Point, Shaukiwan Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot.	Boundary Measurements.	Area in Acres, Roods, and Poles.	Approximate Area in Acres.	Approximate Area in Acres.	Approximate Area in Acres.
1.	...	...	...	...	...
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Sunday Service, July 6, 1930, 11.15 a.m.

Subject: "God."

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24041.

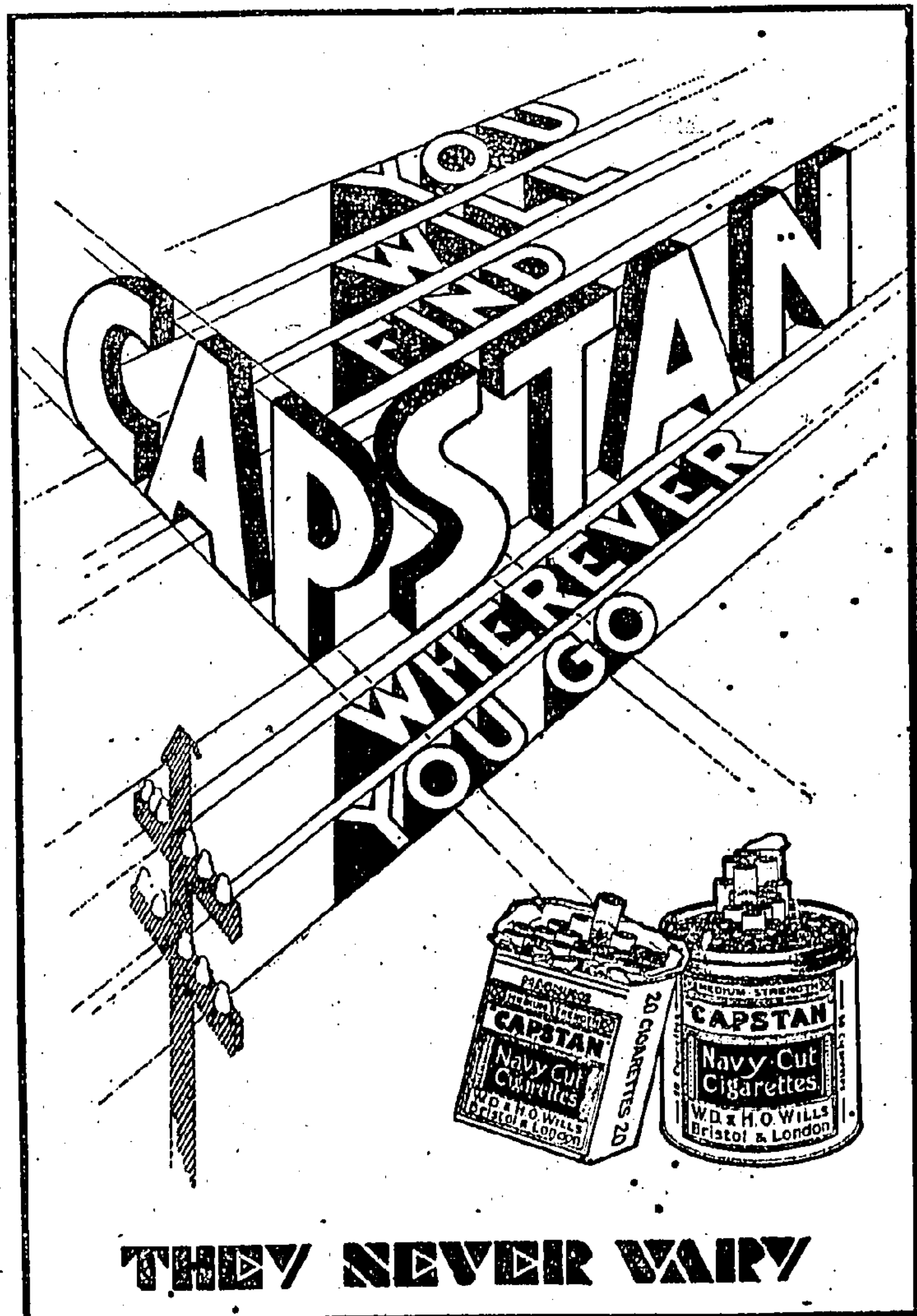


Why Suffer Needlessly

4 out of 5 suffer from Pyorrhea

Past forty 4 out of 5 pay the grim penalty that Pyorrhea exacts. This disease starts with tender bleeding gums and spreads its poison through the system, undermining health. Yet, with reasonable care, you need never fear Pyorrhea. Forhan's for the Gums used regularly and in time checks Pyorrhea from its vicious course. Forhan's keeps gums firm and healthy, protects teeth and keeps them white. Play safe, don't suffer needlessly. Start using Forhan's for the Gums today—use it regularly morning and night.

Forhan's for the gums
MORE THAN A TOOTH PASTE—IT CHECKS PYORRHEA



THEY NEVER VARY

THE TELEPHONE HANDBOOK.

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for FATHER MOTHER and BABY

OSTELIN Vitamin D is the most valuable preparation for promoting health, strength and vigour and increasing the natural resistance to fatigue and minor ailments.

FATHER will find a few drops or a tablet a day will make him fit and keep him so in spite of worry, and prevent him becoming nervous and irritable in spite of the vagaries of climate and business worry and strain.

MOTHER will be kept strong and happy, and the mother-to-be will be able to supply to her unborn babe the elements to build a vigorous and healthy body.

BABY should have a few drops daily to guarantee sound teeth, strong bones and firm flesh. When older he should have Ostelin which contains not only Ostelin, but special malt extract and orange juice. Ostelin is a sure strength builder and increases natural resistance to infection. "It is good for adults too."

OSTELIN

Vitamin D Concentrate
The source of
strength

SOLD IN THREE FORMS

OSTELIN LIQUID
particularly for babies. Many times more potent than the finest cod-liver oil.

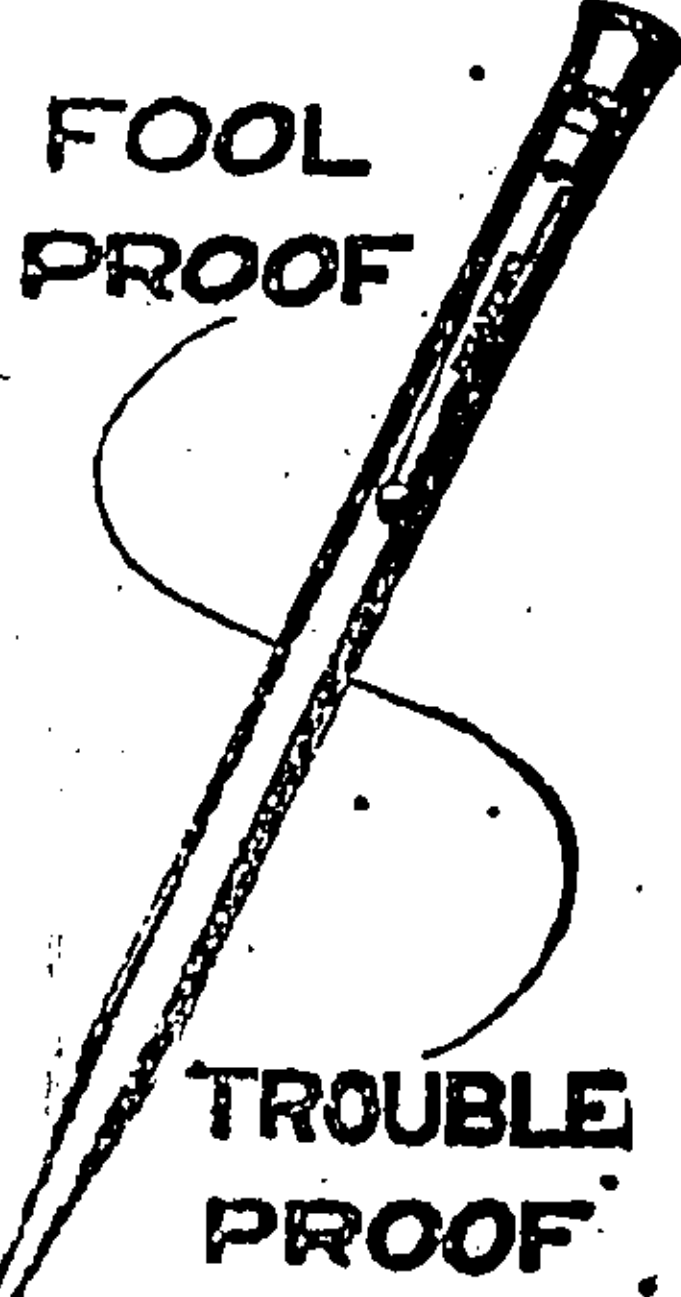
OSTELIN TABLETS
for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT
specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

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L. C. Peters & Co., 31 Seymour Road, Tientsin.



SHEAFFER'S

PENS AND PENCILS

Sole Distributors:—

THE SUN CO., LTD.

KOWLOON NOTES.

Sun Blinds for Buses.

With the increase in fares for travelling in Kowloon buses, a little more comfort should be given to the travellers—ticket holders and non-ticket holders, alike. The sun in a summer afternoon is most trying, and after one has stood waiting for a motor bus to come along surely one does not want to enter a sun baked bus. There is a remedy. The heat of the rays of the burning sun can be kept away from the seats (especially the leather covered ones) of the bus by fitting sun blinds to the windows of the vehicle. It would be much cooler and much more comfortable.

A Clever Reply.

Mr. Whyte-Smith was taken by surprise at the answer a Chinese man gave in reply to a query as to why he rode to Kowloon City and did not travel by bus there from town. The answer was—

"20 cents a trip to Kowloon City by bus with the present increase in fares. 10 cents to hire a bicycle for one hour."

That answer was very logical. But it was not the carefully planned reply that got him off with a "caution". He said that he went to Kowloon City to collect debts, and not for a joy ride on the bicycle—which had no light at night. The Magistrate held that defendant did not go for a joy ride, but he took into consideration the fact that he had been in the cells, locked up for a night. (He could not raise bail money). And that is why he was cautioned instead of being fined with the option of a jail term.

New Filling Station.

A new petrol filling station is nearing completion on the ground at the junction of Nathan Road and Waterloo Road. This will be the

property of the SOCONY, who have another station in Nathan Road just beyond the Po Hing Theatre. The new station at Waterloo Road junction is a neat structure, and is void of any decorative art, save for a pagoda-like roof.

Incapable Bus Conductor.

Comment from the local Benches is very good at times. Mr. Whyte-Smith's comments in connection with a motor bus case the other day were good. It was nice to read what he said in connection with the fine which he imposed on the defendant. He said that he would have made the penalty heavier had it not been for the incapable manner in which the bus conductor handled the matter. This type of case has almost become extinct, the last one being dealt with by Mr. W. Schofield, when a youth was fined \$25 with the option of three weeks' jail.

Another Post.

Now that magisterial views have been given we would like to express a few words on the subject of motor buses. One has often been in a bus where the driver was operating the wheel and at the same time talking to a friend of his—at most times the conductor. We would like to see this countered by a few prosecutions. That, we may say, constitutes dangerous driving, as often has a bus collided with another or run into a wall, through the carelessness of the driver in talking to someone.

"Facing."

Then, there is another point that we would like to touch on, now that the subject has been taken up. When is the racing by buses in Nathan Road or any other road on the mainland going to come to an end? It is most annoying to a

person who is waiting for a bus trip to Kowloon Tong or some place else, to see his vehicle go past one that has stopped ahead of it. Nearly all the Kowloon bus drivers seem to have a craving for this racing mania.

Veteran Inspector.

Mr. Alexander Keith Taylor, Senior Sanitary Inspector of Kowloon, yesterday completed 25 years' work in the Hong Kong Civil Service. Mr. Taylor entered the Service as a Police Constable on July 5, 1905, and was appointed to Second Class Sanitary Inspector on March 27, 1911. From April 7 to September 15, 1926, Mr. Taylor was acting Senior S.I., until his appointment became substantive on January 1, 1927.

"Mr. Cinders." "Mr. Cinders" is one of the most successful long-running musical comedies of recent years, is to be presented to-day at the Star Theatre, Kowloon, by the Salisbury Players. This will be the last night of their visit to the Colony.

"Mr. Cinders" is one of the brightest and most tuneful shows in the Company's very varied repertoire, and has proved a great success wherever it has been produced. It contains some very good parts, of which the members of the cast take advantage, and the staging is most elaborate.

This play was personally produced by Mr. R. B. Salisbury in Calcutta, where it scored an immediate success. It played to crowded houses in Bombay, Madras, Singapore, and Shanghai, and, of course created a furore in London when produced there. Two of the leading parts in the London production were taken by Bobbie Hale and Binnie Hale. These parts are taken in the present performance by John Mills and Betty Hare, who have delighted local audiences in other shows.

A splendid performance is anticipated for to-day, when local playgoers will be able to bid adieu to this jolly and brilliant Company.

Wallace's Total.

Mr. Wallace took the news as to Burgin's total quite calmly, as well he might, for he himself, although still a comparatively young man (55), has turned out no fewer than 150. He passed the 100 line long ago.

Mr. Wallace has produced as many as a dozen books in one year, and could do so again if required. He says he sees no reason why it should take a long time to write a novel. His view differs from that of another well-known fiction writer. He believes in deliberation, and never by any chance written more than 300 words a day. Also he has a four-day working week.

Scots Novella's Next.

This Summer and Autumn there is to be an exodus of young British authors to America. They do not intend to remain there. They are going mainly to keep in touch, and incidentally several of them are to lecture.

The writing visitors to the States will include Mr. Vernon Bartlett, well known through his League of Nations activities, and his wireless talks, and Mr. George Blake, the Scottish novelist, who may lecture on "Journalistic Experiences," with reminiscences, no doubt, of his days in Hope Street.

Mr. Blake has just completed another novel, "The Seas Between," which will appear in early Autumn. For the title of his last book, "The Path of Glory," he went to Gray's "Elegy," and "The Seas Between" is from Burns' "Auld Lang Syne."

Two Hamlets.

Those who every now and again lament on the absence of Shakespeare from the West End of London, and point out how far greater is the attention he receives on the Continent, will be deeply gratified to learn that "Hamlet" will be seen at two theatres—the Queen's and the Globe, which are next door to

FOURTH OF JULY.

How It Was Celebrated in Canton.

HAPPY RELATIONS

Canton, Friday. The American Consul-General and Mrs. Douglas Jenkins were at home at the American Consulate yesterday, the Fourth of July, between 11.30 a.m. and 12.30 p.m., to a large number of friends, comprising Chinese officials, members of the Consular Body, officers of the American, British, French, and Japanese gunboats in the harbour, members of the Shamen community and residents in the suburbs. So large was the crowd that the two spacious drawing rooms of the Consulate were taxed to the limit. What with a typhoon hanging in the outskirts of the city and the temperature over 90 degrees in the shade, the atmosphere in the rooms was anything but cooling, although the ceiling fans were doing their best to dispel the heat. In spite of these little inconveniences—at this moment of writing, though not at the time in question, every body seemed to be in the happiest vein, and the hum of little chats here and there sounded like the rhythm of a Rolls-Royce engine in motion.

Naval Salutes. Just as the hour struck noon, the guns of the foreign naval units off Shamen boomed out their salute to the Anniversary of the United States of America, the company was called to attention when the Consul General raised his glass, intimating thereby he was going to speak. Opening his address by remarking that it was the seventh—and last time that he and Mrs. Jenkins would celebrate the Glorious Fourth in Canton, Mr. Jenkins said as follows:—

"We appreciate the honour of the presence of Chairman and Madame Chen Min-shu, Chinese friends—both official and unofficial, Consular Colleagues, and friends.

"We have enjoyed our stay in Canton on account of the hospitality shown us by His Excellency and Madame Chen Min-shu and other friends.

"We have known each other well—Chairman and Madame Chen Ming-shu, Mayor Lam Man-kai, Admiral Chan Chak, General Auy Yang-ku, and other Chinese friends—and we shall leave them with regret. But we shall always keep in mind our Chinese" and other friends.

"In conclusion, I ask you to raise your glasses to drink to the prosperity of China and to the health and happiness of Chairman Chen Ming-shu, the members of the Provincial Government, and the Mayor."

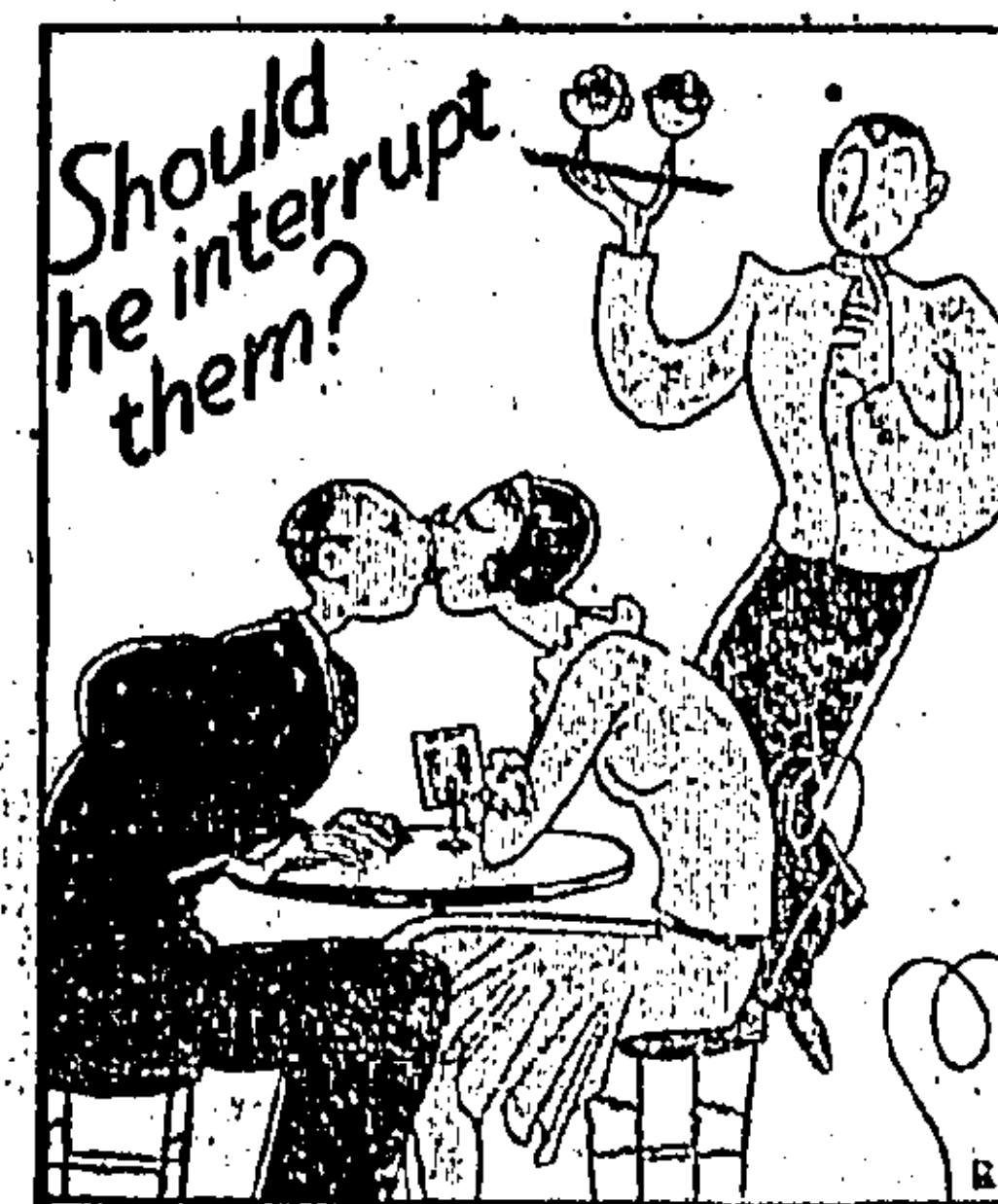
Extreme Cordiality. Chairman Chen Ming-shu replied to Mr. Jenkins' toast, thus:—

"We are glad to be present to-day at this anniversary of the United States of America. "You have just heard of the approaching departure of the Consul General. During his seven years' residence in Canton, I am happy to say that the relations between him and the officials have been marked by extreme cordiality and friendliness. Therefore while on the one hand, we congratulate him on his promotion, on the other hand, we cannot but regret that he is leaving us. Fortunately, Hong Kong is not far away, and we sincerely trust that the friendship between us that has grown and nurtured in Canton, will be continued while he is in that Colony.

"On behalf of the 8th Route Army, the Municipal Government, the Provincial Government, and Madame Chen Ming-shu, I raise my glass to drink to the prosperity of the United States of America and to the health of Mr. and Mrs. Jenkins."

The Chairman's speech was ably interpreted in English by Mr. Leong Chih-hwai, of the Foreign Bureau of the Municipality.—Canton News Agency.

each other. The Hamlet at the Queen's is John Gielgud, from the Old Vic. and at the Globe, Alexander Moir, whose production will be in German. Two "Hamlets" simultaneously in town is unprecedented.



YES!

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Farm Ice Cream.

The only excuse for interruption.

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10 & 20 Cent "Kleen Kups"
PINTS AND QUARTS

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ALL POPULAR FLAVOURS.

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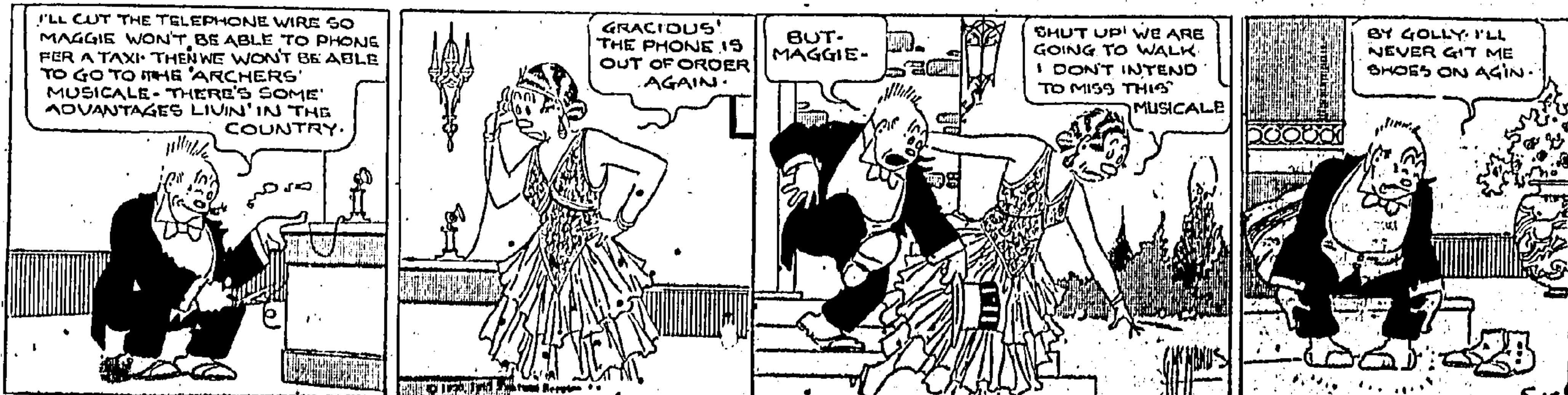
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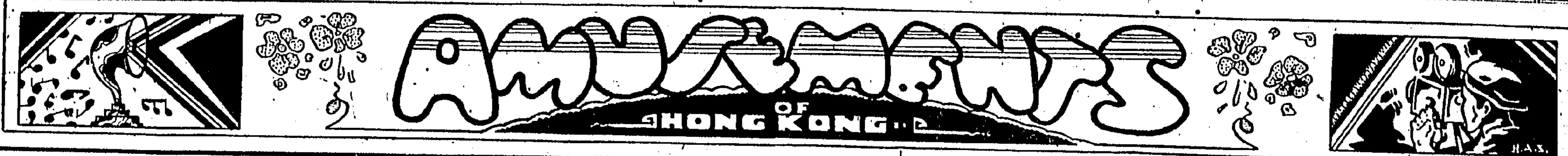
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(China Mail Offices)
FOR BETTER PRINTING.



QUEEN'S

THEATRE

TO-DAY TO THURSDAY

The Star attraction of All Time!

HAPPY DAYS

ALL TALKING MUSICAL MOVIE TONE

with 100 entertainers from Broadway and Hollywood!

including Janet Gaynor Charles Farrell Victor McLaglen Ann Pennington Walter Catlett William Collier, Sr.

Directed by BENJAMIN STOLOFF

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20

To-day to Thursday.—The All Star, All Talking, Singing, Dancing, "Happy Days", with 100 entertainers.

Friday and Saturday.—"Melody of Love," the all-talking, singing musical romance of love in France.

WORLD THEATRE

At 5.15 & 9.20 Orchestra

At 2.30 & 7.15 Interpreter

To-day and To-morrow.—Fannie Brice in "My Man", a tender heart-tugging story of a girl thirty for romance.

Tuesday and Wednesday.—Dolores del Rio and Charles Farrell in their latest co-starring picture, "The Red Dance," a tanna drama of Russia during the Revolution and the reign of the Black Monk.

Thursday to Saturday.—"Dream of Love," a thrilling and spectacular story of a royal romance. Featuring Joan Crawford, Nils Asther and Alton Pringle. At the 2.30 and 7.15 performances, the Chinese picture, "Sparrows of War."

STAR THEATRE

At 5.30 Only.

To-day to Tuesday.—"Slightly Used," the hilarious story of an unmarried wife. With Conrad Nagel, May McAvoy and Audrey Ferris.

Wednesday to Saturday.—John Gilbert, Ernest Terrence, Joan Crawford and Tom O'Brien, in a thrilling mystery melodrama of the sea, "Twelve Miles Out." Nightly from Monday at the 9.15 performance "Nicola."

LAVISH MUSICAL 'HAPPY DAYS' GREAT STAR-STUDDED SMASH.

Just imagine seeing every player at Fox Movietone City singing and dancing and talking in a lavishly staged and gorgeously costumed production. The magnitude of the idea so intrigued Fox officials that they had a picture

written around it called, "Happy Days," which celebrates its local premier to-day at the Queen's Theatre. Superlative description can only hint at the sensation created by this amazing wonder picture.

Beautiful girls, spectacular costumes, bewildering surprises, tuneful melodies and side-splitting jokes—honestly, do you wonder why "Happy Days" afforded entertainment on a hitherto undreamed of plane?

Think of such artists as Will Rogers, Janet Gaynor, Walter Catlett, Charles Farrell, J. Harold Murray, Victor McLaglen, William Collier, Jr., Edmund Lowe, Ann Pennington, George Olsen, Warner Baxter and numerous other stage and screen celebrities—all combining their efforts to insure for you just what the title implies—"Happy Days."

A delightful love story is told during the action which includes a mammoth minstrel first part and 20 or more specialties by prominent members of the cast. One of the pleasing numbers is "We'll Build a Little World of Our Own" by Miss Gaynor and Mr. Farrell and one of the most north provoking is by Victor McLaglen and Edmund Lowe, called "Vic and Edlie."

Others appearing in specialties are Richard Kene and Marjorie White, Dixie Lee, supported by 60 beautiful dancers, and Sharon Lynn and Ann Pennington in a number called "Snake Hills" which has a background of gorgeous scenery and 50 screen peaches who sing and dance.

In the minstrel first part 100 or more voices compose a mixed chorus of boys and girls and solos are sung by Frank Richardson, George MacFarlane and J. Harold Murray, Tom Patricola and El Brendel have a hilarious number. Walter Catlett and William Collier have another that is funny.

"Happy Days" is a feast of song, music, and dancing.

"THE MELODY OF LOVE."

Universal's first all dialogue film is a delightful story built around a song writer who loses the use of his hand in the war and is brought back from the trough of despair by a French girl he met 'over there' and who has followed him back to New York. The picture contains many war time songs splendidly sung by Walter Pidgeon who has a very fine voice and Mildred Harris, the French girl, whose rendering of the theme song will capture for her many new fans.

FANNIE BRICE'S "MY MAN" INCLUDES BIG BEAUTY REVUE.

One of the most pretentious scenes in Fannie Brice's first picture, "My Man," which Warner Bros. made in their studios in Hollywood, is a musical revue showing the inimitable Fannie as the star of a Broadway production.

As befitting the importance of the picture, which introduces Miss Brice as a motion picture star, the Warner Bros. went to considerable pains to make this particular scene impressive. To begin with, they had Larry Ceballos, the producer of a number of Broadway girl shows, devise the revue, giving him carte blanche regarding it his on scene as well as its extra people. This particular scene when ready for the camera was taken on the roomy stage of Warner Bros' new theatre in Hollywood, and with the pick of the dancers and chorus girls to be found in Southern California.

The review is said to be as complete as any ever devised for the musical comedy stage and, at any rate, to be the most ornate one ever shown in pictures. Further than this, the music written for it is described as melodiously charming.

In "My Man" there are some poignant touches of pathos that Miss Brice handles with much skill. In the early portion of the picture the comedienne is shown as an employee in a theatrical costume house, a girl who some day hopes to wear some of the pretty things on the stage that she helps turn out of her workroom. For the filming of the workroom scene the Warners rented an entire clothing factory in Los Angeles. Miss Brice enjoyed the making of "My Man." She wanted the picture named after her successful vaudeville sketch to be a success, and has given everything of herself to make it so.

The cast includes Guinn "Big Boy" Murphy, Andre de Segurola, Richard Tucker, Ann Brody, Billy Savoy, Arthur Hoyt and Clarissa Solwyn. Mark Canfield's original story was adapted for the screen by Robert Lord.

"DREAM OF LOVE."

Two Popular Stars Together Again.

BEAUTIFUL LOVE EPISODES.

Joan Crawford and Nils Asther team as a new team of screen lovers in "Dream of Love," which opens on Thursday at the World Theatre as a new Metro-Goldwyn-Mayer feature.

In this brilliant picturization of the old French play, "Adrienne Lecouvreur," Miss Crawford and Asther give the finest and most forceful performances of their careers and win new laurels as dramatic artists.

Fred Niblo, who directed the modernized version of the old play which Sarah Bernhardt made famous, surrounded the featured couple with an elaborate supporting cast, including Alton Pringle, Carmel Myers, Warner Oland, and many others of note.

Miss Crawford, fresh from her triumphs in "Our Dancing Daughters," and with John Gilbert in "Four Walls," gives an outstanding portrayal of the kismet dancing girl who rose to stage stardom in the little Balkan province where her lover was pretender to the throne.

STAR THEATRE

THE GREATEST MYSTERY SHOW EVER IN HONG KONG

COMMENCING TO-MORROW.

THE GREAT MAGICIAN

NICOLA

IN PERSON

With a Company of International mystifiers and variety artists

BEAUTIFUL GIRLS—MUSIC—MYSTERY—COMEDY

1,000 NOVELTIES

500 SURPRISES

150 STARTLING ILLUSIONS

A GORGEOUS REVUE OF INTERNATIONAL WONDERS.

THE MOST STUPENDOUS MAGICAL PRODUCTION ON EARTH.

"THE RED DANCE" SHOWS POWER OF RASPUTIN.

Black Monk of Russia Plays Out His Role to Logical End in Film.

One of the all-time scenes of "The Red Dance" is that in which Rasputin, the pretended monk who demoralized the Russian imperial court is shown being brought to his death. It is an instance of how some of the most effective scenes in a silent drama can come as a happy afterthought.

As originally carried out of Rasputin, the Russian had played a pivotal part in the picture. He was shown exerting his evil, hypnotic spell over the Czarina—an influence which brought the Romanoff family to the brink of ruin. He was depicted whispering silly in the ear of the Czar and gaining a hold on that well-meaning but weak-willed monarch. He was exhibited as being the spur which brought Charles Farrell, playing a grand duke, to the palace to ferret out the evil figure who was drawing disaster down upon his beloved country. It was that visit, incidentally, which caused the young grand duke to be betrothed to a princess and so torn from the side of his lowlier sweetheart, played by Dolores del Rio.

"12 MILES OUT."

John Gilbert's Thrilling Picture.

COMING TO THE STAR.

John Gilbert, star of "Flesh and the Devil," and many other notable films has an entirely different role to play—that of a daring young law breaker—in his latest picture, "Twelve Miles Out," which comes to the Star Theatre on Wednesday as the attraction until Saturday.

William Anthony McGuire's famous stage play was a sensation before the footlights,—but of course the stage could not turn an ocean to the task of furnishing more thrills. This is what the picture

"SLIGHTLY USED."

Captivating Comedy at Star.

MANY AMUSING SCENES.

A new May McAvoy skips deftly through the "screamingly funny" situations of Warner Brothers' production of "Slightly Used," which is the main ingredient in the excellent picture programme to-day to Tuesday at the Star Theatre. As an elder sister, who hits upon the idea of a fictitious marriage to enable her young sisters to marry, she starts a most amusing series of situations.

Proper Aunt Lydia is in on the deal too, much to her distaste and apprehension. Daddy swallows the tackle, sinker and all, when Cynthia shows him the ring, and announces that her hubby, a Major Smith, has just sailed for Nicaragua to join his regiment.

Then a nice young man comes along and Cynthia wishes she hadn't married. Making herself a widow, by death notices in the papers, seemed the easiest way out, but this caused a Major Smith, who happened to be in a Nicaragua hospital, to investigate.

Claiming to be a Major Adams, bosom friend of the deceased, he called upon the merry widow. To make things worse, daddy liked him and decided to keep him around a while. Meanwhile "Major Adams" sought Cynthia's company as assiduously, as she avoided his. He could speak, so it seemed, of nothing but the Major and the sad manner of his death.

has done. The sensational race between the rum-runners and the revenue cutters, the daring kidnapping on the high seas that developed into one of the sweetest of love stories set in a maze of intrigue and battle, these are some of the high spots in the flaring drama. Gilbert is glorious as the swash-buckling dare-devil who becomes the nemesis of the rum-runners, he has all the dash and fire of "Bardelys" and all the romantic appeal of "The Merry Widow," all embodied in an ultra-modern young man.

FRIDAY & SATURDAY

ALL-TALKING — ALL-SINGING!

The MELODY OF LOVE

with WALTER PIDGEON-MILDRED HARRIS

AT THE QUEEN'S

PARK YOUR
MOTOR CAR
IN
JERVOIS ST.

CENTRAL THEATRE

Paramount's Sound Pictures

QUEEN'S RD.
BUSES
STOP AT
THE THEATRE

TO-DAY, MONDAY, TUESDAY & WEDNESDAY

AT 2.15, 5.10, 7.15 & 9.20 P.M. A SUPER-PRODUCTION AT ORDINARY PRICES.

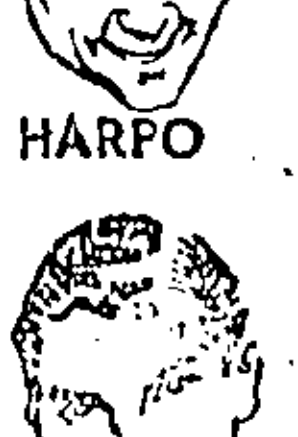
MARX BROTHERS' STAGE SENSATION DAZZLINGLY FILMED!

BROADWAY'S POPULAR MUSICAL COMEDY ON THE SCREEN!

HEAR IRVING BERLIN'S
SONGS AND
MELODIES

HEAR HIS NEW
THEME SONG
"WHEN MY DREAMS
COME TRUE"

BROADWAY'S
BIGGEST STARS

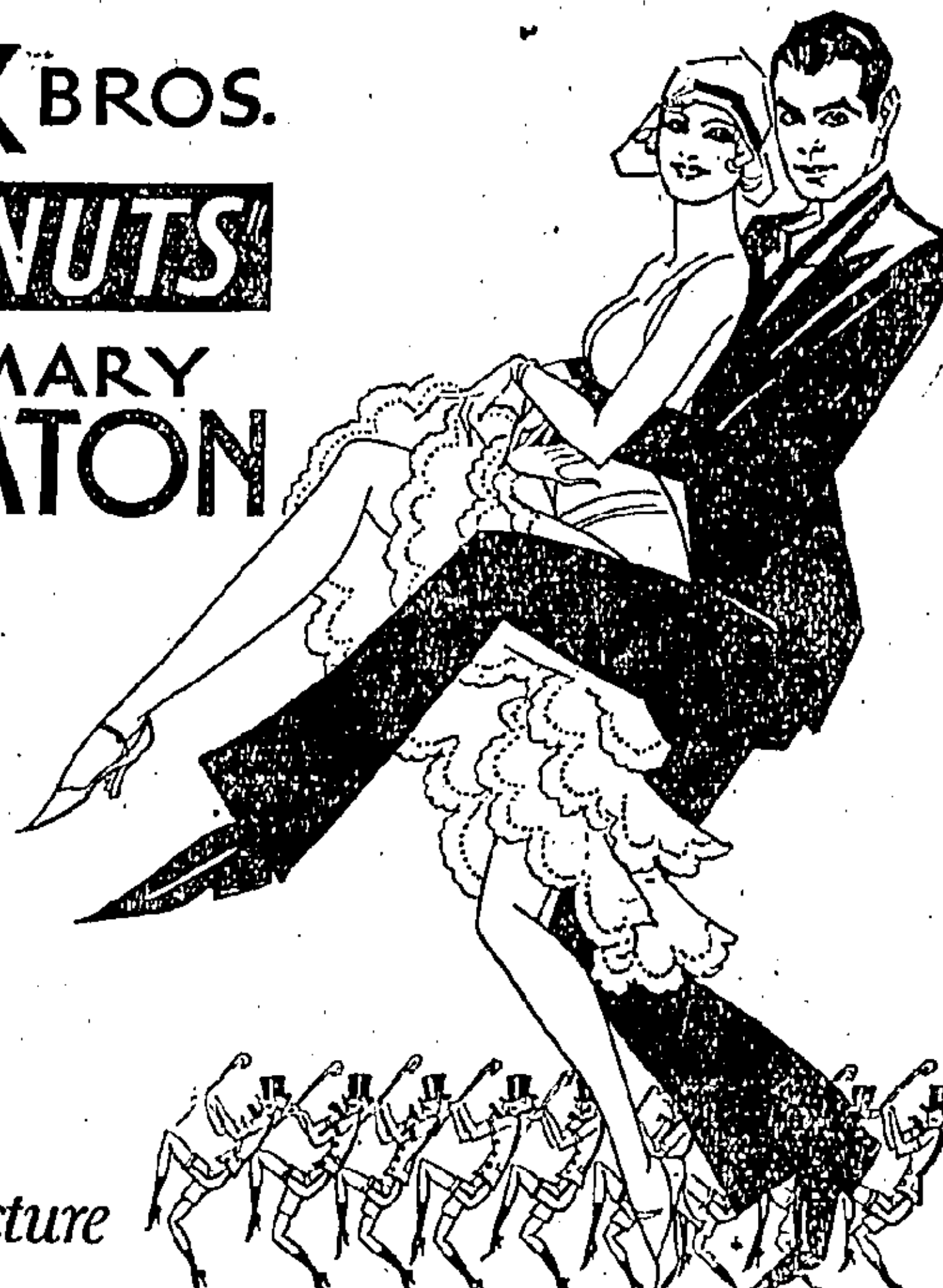


THE MARX BROS.
IN
THE COCOANUTS
WITH
OSCAR SHAW & MARY EATON

SCREAMINGLY funny! Happily
hilarious! The Marxmen do their
gay, bizarre fooling on the talking
screen! In this first film musical
comedy! With Ziegfeld's scin-
tillating stars, Oscar Shaw and
Mary Eaton!

New York critics hailed "The
Cocoanuts" as a talkie-singie
which will keep you in uproarious
laughter. Hear and see the
inimitable fooling of the world's
four funniest men.

A Paramount Picture



THE PEPPIEST, PRETTIEST
CHORUS GIRLS AND
DANCERS!

SEE THE CAPTIVATING,
LILTING "MONKEY
DOODLE DANCE."

ENTERTAINMENT
DE LUXE!

ALL-TALKING - SINGING - DANCING

"THE COCOANUTS"

BOOKING AT ANDERSON AND THE THEATRE (TELEPHONE 25720)

THE COCONUTS.

Elaborate Show at
Central Theatre.

MUSIC AND MIRTH.

"The Cocoanuts", now showing at the Central Theatre, is one of the most elaborate ventures ever brought to the screen. It will no doubt be recalled that this play, when produced on Broadway, set the whole of New York talking. Paramount has now produced a screen version, featuring Irving Berlin's irresistible music. In addition to the songs and tunes of the original production, a new theme song has been introduced, "When My Dreams Come True." Oscar Shaw and Mary Eaton, co-stars of the film, make a great success with their singing of this interpolated hit.

The Marx Brothers.

The Marx brothers, world-renowned funmakers, rightly named the greatest quartette in their special line in America, are amongst the galaxy of talent employed to "put over" the picture. Harpo, one of the brothers, puts on a dum show that can hardly be equalled. Groucho, it is claimed, has the "zippiest" flow of lines any microphone has yet listened to. Chico, the third brother, has some especially humorous moments, with the other brother getting in some mad jesting all on his own. The "Monkey Doodle Dance" is a new item in the show. Performed by a cleverly trained chorus, it scored a huge success on the stage, and as produced for the talkies, it has elicited unstinted praise from critics on the Rialto.

Lovely Girls.

Lovely girls, costumed to grace a Ziegfeld revue, set of gorgeous richness, more than a hundred players in the cast and choruses,

THE LADY LIES.

Stellar Attraction at
Central Promised.

STUDY IN FASCINATION.

Claudette Colbert and Walter Huston are the featured stars in the talkie version of "The Lady Lies", a Paramount all-talking picture booked for early showing at the Central Theatre. Charles Ruggles, well-known comedian, plays the comedy role. It will be remembered that Ruggles made a name for himself in "Gentlemen of the Press", the play of newspaper life which was based on the stage success by Ward Morehouse.

John M. Hogan, who directed the dialogue in "The Lady Lies" for the screen, considers that this marks his greatest accomplishment to date. As regards Walter Huston, he is well-known for his work in George Abbot's stage play "The Barker", which scored such a huge success in New York some little time ago. In this picture he has a part as a handsome widower whose social downfall is unwittingly brought about by a fascinating lady. Miss Colbert, co-star with Huston, scored a great success in the part of Lou in "The Barker" and the new comedy, with a brilliant cast of stars, has been acclaimed as one of the biggest hits on Broadway.

Film fans should make a point of visiting the Central Theatre when this stellar attraction is presented.

Some of the best supporting actors on Broadway, every item in the production provided with lavish generosity and photographed with marvellous effect. The audience on Broadway could not help but acclaim this master-production of Paramount's at its premiere. The picture is to be shown at the Central Theatre until Wednesday next.

NEXT CHANGE

TEMPTRESS
OR LOVING WIFE?

The most fascinating woman the
talking screen has yet revealed!
Has she the right to love and
happiness? Come and see and
hear. A brilliant cast of Broad-
way stars in the stage hit.

"THE LADY LIES"

WALTER HUSTON
CLAUDETTE COLBERT
A Paramount Picture

Also

Paramount Sound

News.

AN ALL-TALKING

Smash Hit.



FOUR FUNNY MEN.

Laughing Hit of
Broadway.

MARX BROTHERS' TRIUMPH.

The Marx Brothers, acclaimed as four of the world's funniest men, and described as the most high powered and popular comedy team on Broadway, score a laughing hit in "The Cocoanuts", now playing at the Central Theatre.

The original stage version played in New York at \$6.00 for one year. Added to the original score, is a new theme song by Irving Berlin, prince of composers, "When My Dreams Come True."

The setting of the play is on the picturesque coast of Florida, and the photography introduces many new and dazzling effects.

For lavish beauty and charm it would be hard to find a talkie production to equal this triumph of Paramount's, which by special arrangement, has been obtained for one week at the popular new picture theatre.

HAUNTING MELODY.

"When My Dreams Come True."

GREAT TALKIE COMEDY.

Irving Berlin's haunting melody, "When My Dreams Come True," is the big-featured hit in "The Cocoanuts" now being shown at the Central Theatre. Berlin wrote the score of this musical play in a moment of supreme inspiration, and the Marx Brothers, together with Oscar Shaw and Mary Eaton, give it an entrancing interpretation.

PARAMOUNT!

The Reward for
Enterprise.

A LIST OF SUCCESSES.

Paramount are to be commended upon their enterprise in bringing to the screen the successes that have thrilled many thousands of paying patrons on Broadway.

Following the success of "The Love Parade" they booked beautiful Nancy Carroll, Helen Kane, and Jack Oakie to appear in a specially-written college comedy, "Sweetie." They followed this up with an all-star production of the smashing stage success "The Cocoanuts" and the next thing they did was to bring Walter Huston and Claudette Colbert to the talking screen in "The Lady Lies."

Not the least interesting item on the Paramount programme is the sound news, by which the very latest happenings are brought to the notice of film-goers. The Central Theatre has booked the exclusive reproduction rights for Paramount sound films in the Colony.

Miss Eaton and Mr. Shaw, known as two of Ziegfeld's brightest "stars," make love in the most romantic fashion, and their beautiful voices blend admirably in the melodies in which the play abounds.

Every taste is satisfied in this talkie. A specially-engaged chorus provides a "poppy" dancing scene, the show starting off with a big bang when the "page-boys" are marshalled for duty. Laugh follows laugh throughout the piece, and the show (which was the rage of Broadway on the "legitimate" stage) has gained, rather than lost, by its translation to the sphere of the talkie.

TO-DAY AND TO-MORROW
Added Attraction at 7.20 & 9.20 p.m.
Extra Matinee to-day at 5.30 p.m.
J. BACKHMANN & HIS
ORIENTAL STROLLERS
In forty minutes of Acrobatic & Dancing
Fenils.



Programme
1.—Dance of the Three Graces 4.—Apache Dance
2.—Russian Dance 5.—Is That You Baby
3.—Tambourine Dance 6.—Comic Dance.
7.—J. Backmann assisted by Katie Lew, V. Vadimsky.



TO-DAY & TO-MORROW
at 2.30, 5.30, 7.20 & 9.20 P.M.

Mighty as the Men-O-War
Greatest Drama of the Sea Dogs
of To-day —
Marine Monsters at death grips in
actual combat!

With

Dorothy Mackaill
Lowell Sherman

Lawrence Gray, William Collier, Jr.,
Ian Keith.

A FIRST NATIONAL SPECIAL!

TUESDAY & WEDNESDAY, 8th & 9th JULY.

EMIL JANNINGS
IN AN **ERNST LUBITSCH**
PRODUCTION
"The Patriot"



WITH
FLORENCE VIDOR
LEWIS STONE
NEIL HAMILTON

The Screen's Most Outstanding
Achievement

BY POPULAR REQUEST.



a
Paramount
Picture

THURSDAY TO SATURDAY 10th TO 12th JULY.



A stirring drama of a two-fisted man who pitted
himself against Nature and human nature in
the long shadows of the redwoods! A mighty
story of love wrested from the hands of Titans!
Straight from the immortal pages of the peer of
action-writers. It's Milton Sills at his strongest
and greatest!

ARTHUR STONE, PAUL HURST, GEORGE FAWCETT.

By Peter B. Kyne.

A Charles J. Brabin Production.

THRILLS APLENTY.

Great Picture Starring Emil Jannings.

Starting from her lover's arms
as in terror—she hears a knock
thundering on the door—her hus-
band's voice in the outer room!

This is only one of the many
thrilling situations which crowd
upon Florence Vidor as she plays
the featured role of the Countess
Ostermann in Emil Jannings' in-
teresting picture, "The Patriot,"
which Ernst Lubitsch directed for
Paramount.

One thing after another crowds
into the life of this beautiful
player as she brings back to life
again the character of one of the
most colourful courtesans of Rus-
sia. Succeeding in allaying her
husband's suspicions by ready wit,
she is again upon the verge of
detection when the husband meets
death at an open window, shot by
a galloping Cossack who is clear-
ing the street of all peering eyes
for the passage of the Tsar.

"The Patriot" brings to the
screen an amazing cast of play-
ers. Florence Vidor, Lewis Stone,
Tullio Carminati, Vera Voronina,
Harry Cording—these are only a
few of the prominent players who
appear under the direction of
Ernst Lubitsch for this powerful
drama of Russia at the dawn of
the nineteenth century.

"The Patriot" was adapted to
the screen by Anna Kravt from
the European play of the same
name by Alfred Neumann and
will open at the Majestic Theatre
on Tuesday.

A TIGHTENED BELT WILL EVENTUALLY BRING FAME.

"What means most in the train-
ing of an artist?"
This was the question put to
Emil Jannings, at present star-
ring in the role of Czar Paul in
"The Patriot," which is showing at
the Majestic Theatre on Tuesday.

And this famous actor who is
able to portray such a tremendous
range of emotions, from supreme
exaltation to the utmost depres-
sion, changes which come, with
each lightning rapidity as to en-
tice and enthrall even his fel-
low players, never flinched in his
quick reply.

"A tightened belt,"
"Meaning exactly what?" we
ask.

"Just that . . . deprivation,
semi-starvation, untold hardship.
The experience of these is neces-
sary for without bitterness and
battling there can be no success
with lasting effect."

"It is not easy to become an
artist," we soliloquize aloud.
"Easy," this Paramount star
breaks in. "It is most difficult.
Art is a storm mistress and in
her service the weakling has no
place. When I hear young play-
ers complaining that no one will
give them a chance and that
ability is never recognized, I
smile. If I have a chance I tell
them the result lies within them-
selves."

"And failure?" we ask.
"Failure?" and Jannings lifts
his eyebrows. "Failure is only a
test."

BOLD BAD MAN.

The "bold bad man" of the West
is brought to the screen by Paul
Hurst in First National's "The Val-
ley of the Giants" at the Majestic
Theatre on Thursday. Hurst plays
the "heavy" with Milton Sills in
this picture of the Redwood coun-
try, and battles with vigour to rout
the hero.

"VALLEY OF GIANTS"

Popular Star in Rugged Drama of Big Timber.

Milton Sills has made his first
picture among the huge Redwoods
of California. It is "The Valley of
the Giants," which First National
Pictures is bringing to the Majestic
Theatre on Thursday, the picturisa-
tion of Peter B. Kyne's romantic
story of the Big Trees.

With a company of fifty, Sills
went on location at Scotia, Califor-
nia, near Eureka and in the heart
of the Redwoods. Amid trees
towering 300 feet into the air, the
oldest living things on this con-
tinent, Sills worked in scenes for
the story.

"The Valley of the Giants" was
produced for First National by Wil-
liam Gunning, with Charles Brabin
directing. Doris Kenyon plays
opposite Sills, and the company in-
cludes Arthur Stone, Paul Hurst,
Yola d'Avril, Charles Selson, George
Fawcett, Phil Brady, and many
others.

Sills has an ideal role as the hero
of Kyne's virile story, and First
National spared no efforts in mak-
ing the production one of the finest
of the year.

One big feature of the picture is
the wreck of a loaded logging train,
with train and logs actually plun-
ging into the Eel River.

HORSES IN DEMAND.

The vanishing horse in Holly-
wood is the movie capital's latest
problem. Over 500 horses were
needed for scenes in "The
Patriot" starring Emil Jannings,
which is the attraction at the
Majestic Theatre. Assistant direc-
tors secured Los Angeles and
vicinity for the required number
and only filled the order with
great difficulty and expense.
Many of the horses had to be im-
ported from surrounding ranches.

Milton Sills — Fighter!

Two screen battles which will go
down in history as among the best
ever seen on the screen are being
viewed at the Majestic Theatre on
Thursday, where Milton Sills is ap-
pearing in his latest First Na-
tional picture, "The Valley of the
Giants."

Sills has portrayed the fighting
man in many of his vehicles but he
tops them all in this screen
version of Peter B. Kyne's virile
story of the west.

His besting of the "heavy" play-
ed by Paul Hurst, in hand-to-hand
conflict, provides some of the most
exciting moments ever seen on a
local screen.

Sills never appeared to better
advantage than in this romance of
the Big Tree country. The picture
was photographed in Northern Cali-
fornia, and the scenic shots are
marvellous.

Wild Gunning produced "The Val-
ley of the Giants," and the picture
was directed by Charles Brabin.

A splendid cast surrounds the
star. Doris Kenyon plays opposite
Sills, and Paul Hurst, Arthur Stone,
Yola d'Avril, Charles Selson, Phil
Brady and many others are among
the players.

"The Valley of the Giants" is
a great entertainment, and will be
greatly by capably houses on
Thursday.

DORIS KENYON.

The sparkling personality of
Doris Kenyon adds greatly to the
interest of First National's "The
Valley of the Giants" coming to the
Majestic Theatre on Thursday.
Miss Kenyon plays opposite Milton
Sills the star, in this story of the
Redwood country of California, and
is both talented and beautiful. It
is one of the finest roles she has
had on the screen.

PETER B. KYNE.

Classic Given Faithful Screening.

Milton Sills, who has given some
of the finest characterisations in
the history of the motion picture,
has one of his greatest roles in
"The Valley of the Giants," which
comes to the Majestic Theatre,
Kowloon, from Thursday to Sat-
urday.

Sills' portrayal of Bryce Card-
igan, son of the pioneer lumber
magnate in the picturisation of
Peter B. Kyne's great romance of
the Big Trees, is one that stamp-
s him as a consummate artist, and
one that will long be remembered.

"The Valley of the Giants" is a
story set among the redwoods of
California, with the colourful lum-
ber industry as a background. In
this environment Sills is perfectly
at home, and his interpretation of
Kyne's hero leaves nothing to be
desired.

Playing opposite Sills in this pic-
ture is Doris Kenyon, who returns
to the screen after a year's ab-
sence. Miss Kenyon is ideally cast
as the sweetheart of young Card-
igan, and does her usual faultless
performance.

Paul Hurst is seen in the role
of Randau, the half-breed lumber
boss. Arthur Stone plays Buck,
Cardigan's buddy, with his usual
comedy touches. Yola d'Avril
plays the maid, Charles Selson is
Pennington, the rival magnate,
George Fawcett plays the father
and Phil Brady is Big Boy.

With this excellent cast, all the
roles in "The Valley of the Giants"
are well handled, and Sills is given
excellent support.

The picture was directed by
Charles Brabin and produced by
William Gunning for First National
release. It provides keen enter-
tainment, thrills, suspense and has
a beautiful romance.
"The Valley of the Giants" is
superb entertainment, and adds
another great role to the list of
Milton Sills' successes on the
screen.

FLORENCE VIDOR GETS COVETED ROLE IN "THE PATRIOT."

Florence Vidor, patrician beauty
of the screen, is Hollywood's new-
est countess, taking her place
with the nobility in the most
coveted role of the year.

Miss Vidor, star of many fine
productions, will appear in sup-
port of a star—Emil Jannings in
the Ernest Lubitsch production
for Paramount, "The Patriot."

She plays the Countess Oster-
mann, intimate friend of Tsar Paul
of Russia, the mad monarch of the
eighteenth century who so feared
for his life that he had erected a
"murder-proof" castle, surround-
ed by guards.

Jannings, great star of "The
Way of All Flesh," "The Last
Laugh," "Variety," "The Last
Command" and "The Street of
Sin," plays the part of Paul
while Lewis Stone portrays that
of Pahlen, from which, "The
Patriot" gets its name.

This great production, for
which three carloads of costumes
and properties were brought to
Hollywood from Europe in charge
of Herr All Hubert period cos-
tume expert, marks the cinema
reunion of the two finest artists.
Europe's motion picture screen
has produced—Jannings and
Lubitsch. Their first picture to-
gether was "Pavlov," which
brought them together with Pola
Negri to world-wide fame.

"The Patriot" will open at the
Majestic Theatre on Tuesday.

A REMARKABLE "ASSIGNMENT."

Harry Cording, world war
veteran, signed a contract to com-
mit a murder.
"You're just the type to do this
little job," said Ernst Lubitsch
he engaged the actor for the part
in Emil Jannings' starring vehicle
"The Patriot" which is showing
at the Majestic Theatre on Tues-
day.
Cording, Austrian born, served

"THE PATRIOT."

Featured by Technical Innovations.

One of the longest "travelling
shots" ever made for motion pic-
tures is the corridor scene taken
from "The Patriot," Emil Jan-
nings' latest starring vehicle for
Paramount, directed by Ernst
Lubitsch, coming to the Majestic
Theatre on Tuesday.

The scene takes place in a cor-
ridor of a set built to reproduce
the Palace of St. Michael. The
corridor was two hundred and
fifty feet in length. At one end
was the camera on a travelling
carriage, shod with rubber-tired
wheels. Jannings, as the Tsar
Paul, suddenly appeared in a door-
way at the other end. The
camera swiftly advanced, carrying
lights with it. Behind the car-
riage, seventy-five men ran forward,
carrying the coils of electric
cable which operated the lights
and supplying the current to turn
the camera.

Advancing to within ten feet of
Jannings, the camera paused for
a few seconds. Additional lights
were moved in from the sides.
Then the camera went forward
into a close-up of the player.
Two hours' rehearsals and ex-
haustive lighting and camera tests
were made before the final shot
was taken.

Featured opposite Jannings in
"The Patriot" are Florence Vidor,
Lewis Stone, Neil Hamilton and
Harry Cording.

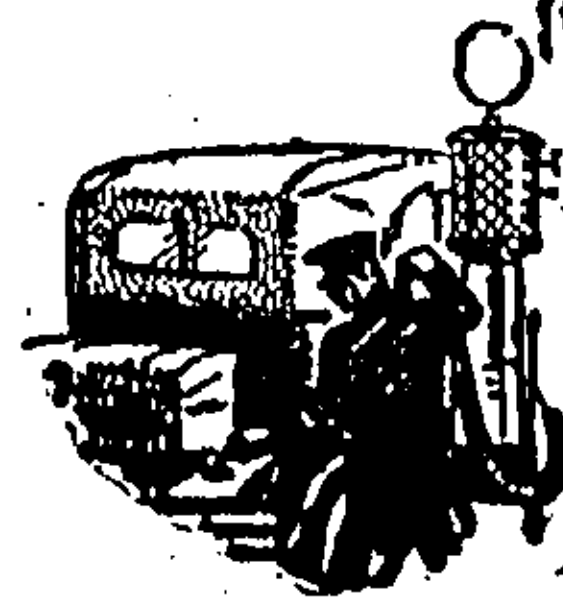
through the world war with the
British forces from 1914 and
1919.

"The Patriot," in which he
plays the role of a Russian sol-
dier who murders the Tsar Paul,
will have one of the most remark-
able casts of the season. Florence
Vidor plays opposite Emil
Jannings, with Lewis Stone, Vera
Voronina and Tullio Carminati in
support.



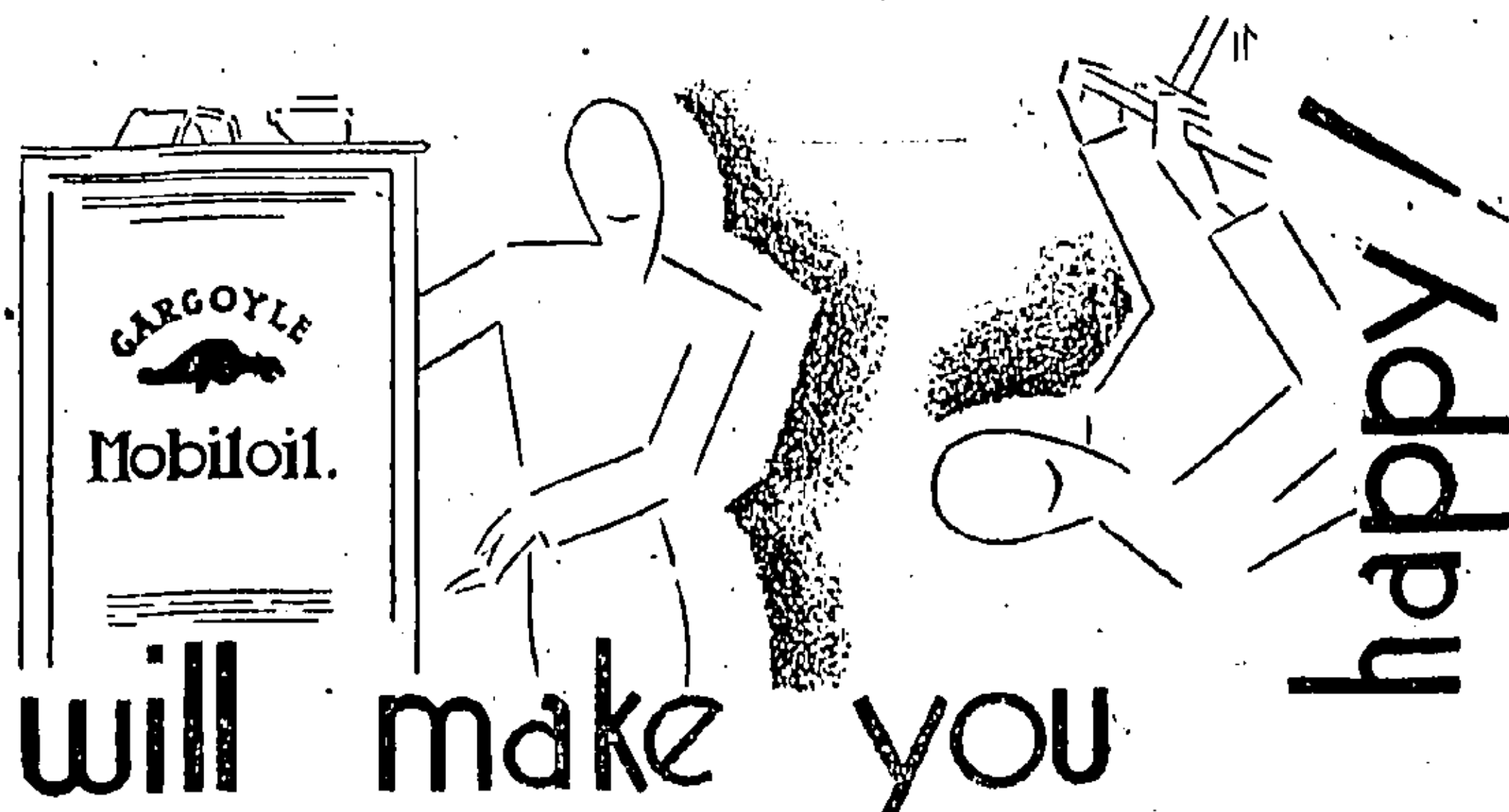
The CALL of the OPEN ROAD

"... light-hearted I take to the open road, 'Healthy, free, the world before me.'"



Hongkong Sunday Herald
MOTORING SECTION

HONG KONG, JULY 6, 1930.



WHEN we tell people that we have for sale an oil which will benefit them, or, in other words, will add to their happiness, it is the most natural thing in the world for them to say, "very well, show us!"

That is because both the inherited experience of many generations and that acquired in their own life-time have taught them to beware of the claims of sellers—to be suspicious—to require PROOF. The child of many disappointed generations, every one of which has time and again been stung, every man has firmly implanted in his mind the necessity for PROOF. He naturally assumes, when we claim to have the most economical and efficient lubricant, that we are going to PROVE our claim.

Men have found, too, that to get things that are aids to happiness, requires money, and for every bit of money in the world somebody, somewhere, at some time, has worked, and

worked hard, rendering, in exchange, SERVICE to society and mankind.

For that SERVICE, men get what we call money. They are paid, as it were, in pieces of it, and these pieces, which are rather hard to get, may in their turn be exchanged for SERVICE which the holder wants from other people.

So when we tell people that Gargoyle Mobiloil is by far the most economical and efficient motorcar engine lubricant, and ask them to give us their money for it we naturally must PROVE that Gargoyle Mobiloil gives, in return, SERVICE to the extent paid for. If we didn't PROVE Gargoyle Mobiloil to be the most economical and efficient motorcar engine lubricant, the demand would not be as great as it is, and the fact that the demand is daily increasing is sufficient indication that Gargoyle Mobiloil is making good our claims.

Let Gargoyle Mobiloil make good our claims, and join the throng of happy motorists.

Vacuum Oil Company

PROOF!!

In the Davis Cup, out of 22 Countries entered to date, 16 have decided to use the DUNLOP Ball.



For better Tennis, — PLAY DUNLOP, the ball which has to its credit the largest number of tennis successes ever achieved with any tennis ball.

\$10.50 per dozen (Retail) at all Stores.

Lower rates for Clubs' Tournaments.

SELF-CHANGING GEAR

The self-changing gear with its preselector control introduced two years ago by Armstrong Siddeley, has made a steady advance in popularity. Originally, it was only available as an extra on the more expensive cars of this make, but to-day not only is it standardised on these big models, but it is also available on the 15/35, a family car

of moderate power and price. The preselector control, which is mounted above the steering wheel, is naturally retained, the gear being selected in advance by operating the lever in the dial, and the change taking place when the clutch pedal is depressed and released.

An interesting point about the 4-speed "15" is that the top gear ratio is the same as that of the 3-speed model which is fitted alongside it, the result being that the 4-speed model is just as good a climber on

top as the 3-speed, a point that should appeal to many drivers.

This model has also been improved by moving the hand brake lever to the offside, and in front of the front door opening. Thus the whole of the front compartment is free of levers, and entrance and exit to either seat from either side is a perfectly simple matter.

A third important improvement is the placing of the tools in an underbonnet cupboard so that they can be reached without disturbing the passengers.

WORLD BUYS BRITISH TENNIS BALLS.

RESEARCH & EXPERIMENT THAT KEEPS INDUSTRY BOUNCING.

Tennis is probably one of the most popular games in the world. From China to Cuba, America to New Zealand, tennis reigns supreme as the truly international sport. Millions play, and inevitably a substantial industry has arisen to supply these millions with equipment. British manufacturers have created a reputation for their products that extends to every tennis playing country in the world and players of every nationality have come to regard the word "British" as a guarantee of a certain definite standard of quality.

At Fort Dunlop in England a wonderful organisation exists for the supply of tennis balls to the world. A never ending stream of them comes bouncing out of the testing machines to every corner of the earth.

Experts in the laboratories are continually testing and experimenting in order to achieve a still higher standard of efficiency and recently a new method of manufacture was adopted, ensuring that the balls kept hard for very much longer periods than were hitherto possible.

The old method of tennis ball making was never completely satisfactory. Long experience has proved beyond any shadow of doubt that the method of inflating a ball by penetration of the rubber core from the outside could never be satisfactory, since no effective means has ever been devised for permanently sealing the minute hole. Apart from this disability, there was always the slight, but nevertheless important, variation in internal pressure due to the ever varying amount of skill or care displayed by each individual worker. These two obvious defects in the old method of manufacture have been overcome in the new process adopted by the Dunlop Company.

The plug inside the externally inflated ball, which must have had a material influence on the ball in flight, has been entirely eliminated. The internal core or rubber centre of the ball is now inflated without penetration of the shell. This result is obtained by making the core in two halves. In one of these is placed an exact quantity of chemical compound. Three drops of water are added. The two halves are then placed together, sealed, put into a mould and plunged into a temperature of 300 degrees of heat. This operation generates a gas inside the core and expands it to the exact size required. The mould containing the core is then plunged into water one degree above freezing point and cooled off. Apart from the manifest advantage that the rubber wall is not penetrated at any stage of manufacture, this method carries along with it the additional advantage in that the gas inside the container is less subject to external atmospheric conditions than if it were air-filled.

This radical departure from the hitherto recognised methods of manufacture, has, without doubt, established the Dunlop tennis ball all over the world. Players have been quick to recognise its uniformity in weight and bound and its unerring regularity in flight.

The Dunlop Company has established at Fort Dunlop a magnificent research laboratory and here every scientific detail of golf and tennis ball manufacture is dealt with in the light of modern science. The most ingenious and accurate machines for every kind of test have here first seen the light of day. For example, there is a machine which tests racket frames, put and tennis balls simultaneously. Driven by an electric motor this machine whirled round a tennis racket, fixed to a wheel, at a great speed, balls being fed from above so that the racket drives them on to a board, when they rebound back to the machine to be hit once more.

It is the result of such research, skill and sound workmanship that has created Britain's world-wide reputation for sports goods that are second to none. We have no competitors we need fear, no comparisons of quality. But rivals are waiting, ever ready to push forward goods which have a superficial gloss of quality, but which will not stand the test of time and wear. Be sure, therefore, that your goods bear the hall mark of quality.

CAR PRICES.

Wheeled Progress in America.

IMPROVED DESIGNS FOR 1930.

Detroit, Michigan.

Wheeled progress never stops. The engineers who plan and design automobiles, the research men who try them out and the production men who build them, are continually at work on the cars we will be driving two, three and five years from now. This year has brought to America its first sixteen-cylinder car, two front drive cars and a large group of other cars that utilise four-speed transmissions instead of the conventional three.

What next? The answer will be found in the improved designs that will be brought out between now and the end of the year. The prevailing trend in demand is toward low-priced cars. The statistics of last year show that the models priced under \$1,000 accounted for more than 80 per cent. of the industry's production. The price division between \$1,000 and \$2,000 was credited with approximately 14 per cent. of the remainder. What was left was shared by models listing from \$2,000 to \$3,000 and upward.

While no official data is available yet for this year, it is believed that the low-priced division has made a further advance, and that at present the proportion for the cars priced between \$500 and \$700 is between 75 and 80 per cent.

Scrutiny of the records of past years discloses an up and down movement of buyer preference. In 1919 and 1920, the makes in the \$1,000 to \$2,000 class had their best years. They were 37 per cent. of all the cars built. For the next three years, they dropped off and 1923 brought them down to 14 per cent. or virtually the same proportion as in 1920. From 1923 to 1927, the medium priced cars forged ahead, again coming up to 25 per cent. The three-year period from 1927 to the last year has put them back to the 14 per cent. level.

The year to year fluctuation over since 1916 has shown direct forward and backward swings of the price pendulum. The next phase the automobile manufacturers look for is an upward push for the medium and high-priced models. With it will come more improvements in design and operation that will make these cars more desirable for the man whose purse can afford something more than a low-priced motor vehicle.

Coming Improvements.

The ideas the engineers have worked out for the future are numerous. They include greater development of the all-steel bodies, power actuated clutches and brakes, better carburetors that will produce more power from a given quantity of fuel, transmissions operated by electricity and conservation of oil by cooling through a section of the radiator.

The all-steel body trend is one that is being watched by engineers. On body construction there are two schools of opinion. One favours the all-steel construction in which wood parts are reduced to the minimum. Any wood that is utilised is chiefly for the mounting of upholstery and trimmings. The other school favours the composite type of body consisting of a wood frame to which metal stampings are attached.

The composite body depends for its strength on the wooden structure underlying the shell. Builders of the all-steel type hold that the shell itself is the chief element of strength. Progress in

The Tyre for ALL conditions.

The Tyre for EXCESS mileage.



OBTAINABLE AT ALL GARAGES UPON REQUEST.

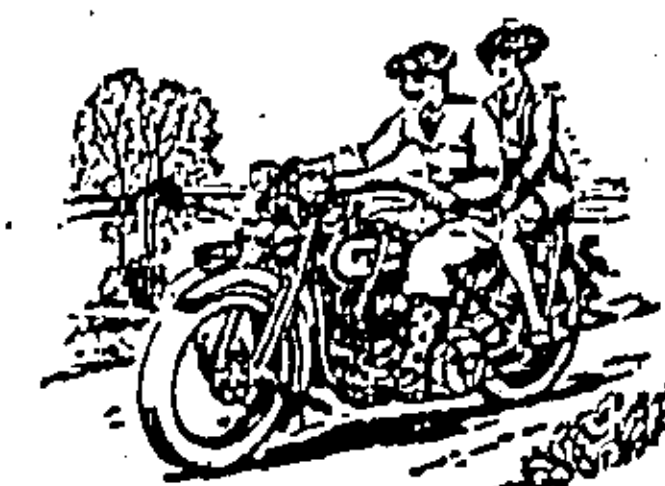
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1930 HARLEY DAVIDSON

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2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

all-steel design has reduced the number of parts required. At first from 450 to 500 parts had to be assembled into small units which in turn were brought together in larger units. This was found to be too expensive a process. The production men thereupon went to work with it and succeeded in cutting down the assembly to four principal stampings—two side panels, a rear panel and a cowl.

They work on the theory that fewer joints make fewer squeaks. They claim that the four main stampings united by modern welding processes become virtually one piece of metal.

Instead of mounting the body on wood ribs attached to the frame, as in the composite bodies, the all-steel plan is to bolt it direct to the frame. One advantage claimed for this method is that it makes a car from two to three inches lower to comply with style demands. Another claim is made for rigidity, which enables the shell to withstand severe shock.

Exponents of the composite type, on the other hand, say that the combination of wood in the frame work, with steel for the shell, is strong enough for all purposes and at the same time gives flexibility that is desirable.

A drawback in certain all-steel types has been what the builders call "drumming." This is a booming noise caused when the car doors are slammed shut. It is being reduced, however, by insulation involving the use of rubber and padding at certain points.—Press.

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HOLIDAY
TOURING
THIS
SUMMER
ON

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Norton
REGD TRADE MARK

It will bring you to the choicest spots in the shortest possible time with comfortable and safe riding.

Easy payment arranged

SINCERE'S
• SOLE AGENTS

STEAM ENGINES.

Great Revolution in Auto Methods Predicted.

[By The Hon. Mrs. Victor Bruce.]

Startling developments in automobile design are few and far between, but occasionally some new principle or mechanism for the operation of some part of the motor car makes its appearance. Early promise is not always fulfilled; perhaps some unexpected snag is disclosed, or the public will have none of it.

An instance is the free wheel for motor cars. There is no question but that the free wheel of to-day is a thoroughly practical mechanism, which does all that is claimed for it, and yet it does not seem to attract the general motoring public. Manufacturers who have standardised a free wheel on their cars have dropped the idea as there is practically no demand for it—and, as I say, the promise of a year or so ago has not been fulfilled.

Another development is an automatic brake regulator. Just imagine the joy of being able legitimately to neglect one of the various periodical attentions demanded by the average motor car! You buy your car, and run it until brake linings are worn out and need renewing, never having to touch an adjuster in the meantime. This gadget—although it is worthy of a more serious title—has been perfected and is making great headway not only in England but all over Europe; and as the benefits which it confers are not a question of opinion, but of fact, there is no doubt that it will have a lasting success.

A Revolution.

The greatest development of all is that which has just been introduced by a well-known company, and which is called a "fluid flywheel." Under that name it does not sound very impressive, but to drive a car fitted with the device is a revelation.

The aim of the designer is always to make his petrol engine as nearly like a steam engine in operation as possible; and always he is up against the limitation that an internal combustion engine works by means of a series of isolated impulses, whereas the steam engine operates through steady, continuous pressure.

Well, not to go into technical details, this fluid flywheel makes it possible to drive a car on the throttle alone, without touching the clutch, or, if the engine is sufficiently powerful, the gears. It consists of two rotating members, set up in an oil-filled and oil-tight casing, which takes the place of the normal flywheel. One member is attached to the crankshaft of the engine, and is driven thereby, while the other member, entirely independent, drives the transmission.

With the engine just ticking over,

the driving member has no effect upon the driven member, but as the throttle is opened and the engine revs up, the energy of the one is transmitted to the other through the medium of the oil—and the car moves smoothly away, on whatever gear happens to be engaged.

A Lost Sensation. It was possible with the powerful engine of the car on which I tried the device to move off on top gear on even a considerable rise; but it must be quite obvious that the rapidity of acceleration, or, in fact, the possibility of starting on top at all depends entirely upon the available engine power in relation to load and gradient.

The effect, if a hill happens to be too steep to obtain a start, is simply that of revving up on an ordinary car with the clutch out; and the remedy is merely to engage a lower gear.

The most remarkable part of the operation of this flywheel, however, is that although its smoothness obviously depends upon "slip" between the two members, the sensation of this slip is lost almost immediately the car begins to move.

A scientific test on this point shows that if one starts off in an ordinarily gentle fashion, the degree of slip is reduced from the maximum 100 per cent. when the car is at rest to a mere 2 per cent. by the time a speed of about 18 miles an hour has been attained. If, however, the most violent acceleration possible is indulged in, the slip drops to about 15 per cent. at 1,000 engine revs. per minute, or a speed of about 17 miles an hour, and has reached the minimum at 60 miles an hour.

Gear Changing Simplified.

Under normal driving, therefore, the 2 per cent. slip is insufficient to generate any significant degree of heat—or in other words, and so the working parts are so few and so simple, and there is no consumption of oil through heat, there is no reason why the mechanism should ever need attention or give trouble.

Although, at present, this remarkable device is limited to one make of car, it is too good not eventually to find its way into the open market. Its effect is not, as some people have supposed, to make every car a top gear car; but it is safe to say that whatever the present top-gear capabilities of any given vehicle, the fluid flywheel will increase them very considerably. Even on a small car, it must tend materially to simplify gear changing; and I should imagine that by completely eliminating the shock of ordinary clutch engagement it would also have the effect of prolonging car, and especially engine, life.

As I said at the outset, development is rather slow, and not unnaturally in view of the high standard already reached in automobile design; and many of us feel that only the discovery of some entirely new principle of operation will effect any great change in accepted methods and principles. I am inclined to think that this new flywheel may be it!

ROAD MANNERS.

Assistance in Trouble.

Those who exult the good old days have been indulging recently in a veritable orgy of reminiscence concerning "roadside sportsmanship." By this they mean the readiness of one motorist to come to the assistance of another in time of mechanical trouble. It is suggested that nowadays a driver in trouble may see fifty cars go past his stationary vehicle, with never an offer of help, whereas in days of yore almost every driver would have slowed down and volunteered assistance. Therefore, say the detractors of the modern car owner, we are a heartless, decadent race, totally unworthy to be mentioned in the same breath as our immediate ancestors (says the Autocar).

This is very lamentable—or, rather, it would be if there were a shadow of truth in the accusation. Fortunately, there is not. The driver who to-day sees streams of cars go by, leaving him to his fate, has only himself to blame. Human nature in 1929 is much the same as it was five-and-twenty years ago; but other conditions have changed. In the old days cars were very few and far between, and no serious delay was involved in the course of a long journey if one stopped to say, "Want any help?" to the man in charge of every motor vehicle standing motionless by the roadside. But to-day such a proceeding would be an intolerable burden to the average driver and an entirely unnecessary cause of congestion.

We have yet to hear of any decent motorist "passing by on the other side" when it has been obvious that his help is needed. Indeed, reports reach us almost daily of cases in which an infinity of trouble has been taken by car owners on behalf of total strangers in difficulties by the wayside. All that is necessary—and it is obviously a perfectly fair and reasonable condition—to bring an approaching car to a halt is for the man in trouble to make clear signals to the passing driver that he wants some help.

Apparently some people think that one should pull up whenever one sees a raised bonnet on a stationary car. In our opinion, there is neither rhyme nor reason in doing anything of the kind. To take a conservative estimate, in nine cases out of ten outside aid is not desired, and in the tenth it is not too much to expect an S.O.S. signal to be made. Then, and then only, need the motorist, who is just as kind-hearted to-day as ever he was, break his journey and do his very best to give assistance.

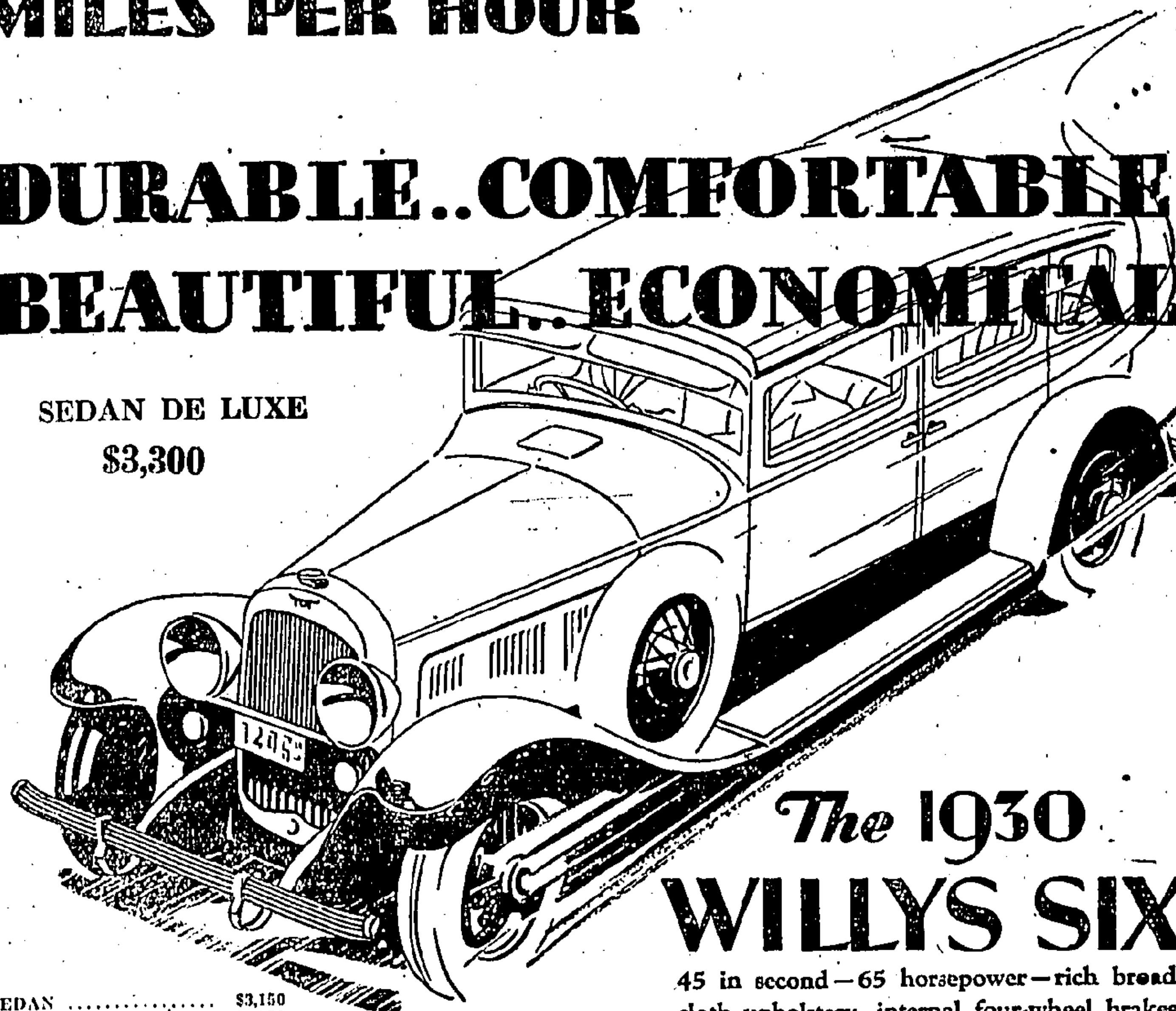
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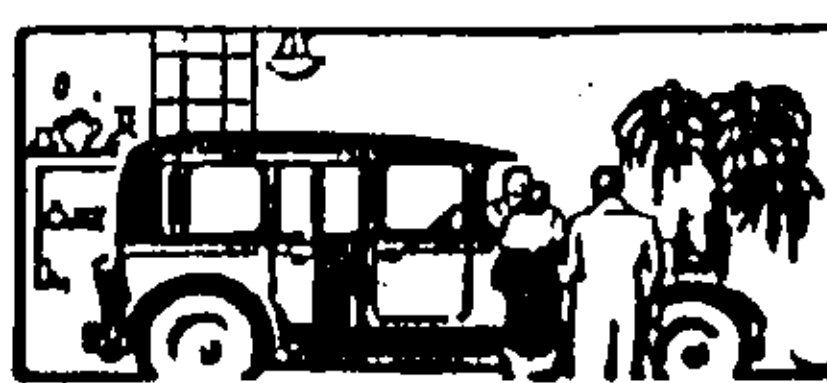
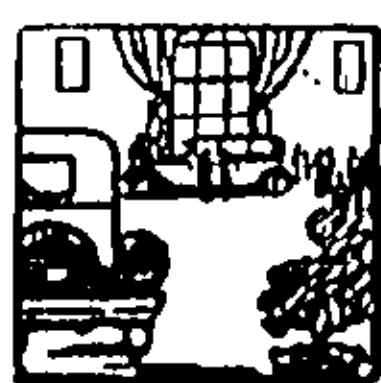
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WILLYS-OVERLAND FINE MOTOR CARS



MOTOR NEWS

from Road & Showroom



Irish Woman Invents Auto Signal.
Mrs. Clara Bong is believed to be the first woman inventor in the Irish Free State. She has just invented a signalling device for automobiles.

Lift Tax Law.

One of the most unpopular automobile laws in Paris, the "octroi," has been removed. This law required all motorists to stop before entering or leaving the city and have their gasoline tanks measured. The gas in the tank was then taxed.

Fords Awarded Medals.

Every Ford car entered in the recent London to Exeter run received an award. Of the five Ford entries three were given gold medals, one a silver and one a bronze medal. Only 12 gold medals were awarded in the class which included the Ford and which numbered 67 entries in all. With three of the 12 gold medals to their credit, therefore, the Ford had the best percentage in that class of any other make of cars.

Road Progress in Peru.

Construction on Peru's link in the great Pan-American Highway is progressing rapidly and is now extending eastward from Lima, the capital city, toward the foothills and up some of the gentler slopes of the Andes Mountains. The road is completed past Chosica, a health resort about 25 miles east of Lima. From Chosica the highway branches, one division following and opening the route to San Jeronimo, the other being completed nearly to San Bartolome. The Lima motorist may now travel about twenty miles eastward from Chosica, and eventually will be able to push into Andean heights now reached only by aeroplane and railway.

Ex-Kaiser's Private Road Now A Race Track.

The Avus track, in Berlin, Germany, was originally a private road from Potsdam to Berlin, built especially for ex-Kaiser Wilhelm. Since the war the road has been turned into a speedway by making banked loops at each end and growing a grass strip down the middle of the wide track.

The World Builds A Motor Car.

Materials for automobiles are gathered from all parts of the world, including rubber from British Malaya, tin from Bolivia and nickel from Canada. Australia supplies tantalum used in steel alloys and Ceylon contributes graphite. Chinese tungsten, Spanish cork and German barium are other items that go into the production of motor cars.

Ford Immersed 12 Days.

After 12 days immersion in 15 feet of water under the ice of Fernan Lake, not far from Spokane, Washington, a Ford coupe, owned by the Municipality, was recently recovered and driven back to the city under its own power.

City officials were driving the car across the lake when it plunged through a thin layer of ice. They scrambled to safety, but before any attempt could be made to retrieve the Ford, it was necessary to wait until the ice hardened sufficiently to support the lifting apparatus.

After the car had been raised by a derrick the water was drained from the body, crankcase and fuel tank. It was towed two miles to a Ford dealer in Couer d'Alene, Idaho, where a new battery and carburettor bowl were installed. Then supplied with fresh gasoline and oil the car was driven 35 miles to Spokane.

When Buicks Travel By Rail.

The railroad freight business produced by the plant of the Buick Motor Company in Flint, Michigan, is greater than the tonnage hauled for an entire average United States city of thirty or forty thousand population.

Double-Decked 'Bus Service.

An important step in co-ordinating rail and motor bus transportation is the recent proposal of the New York Railways Corporation to tear up its surface street railway and elevated tracks on Sixth Avenue, a very busy and congested thoroughfare, and to replace them with a fleet of double-decked motor buses.

It is estimated that the powerful, double-decked buses will take care of all the passengers who travel on the surface and elevated lines. Merchants along Sixth Avenue long have been fighting to have the unsightly elevated tracks removed, as well as the surface line which contributes to traffic congestion.

Motor Vehicle on St. Helena.

St. Helena, where Napoleon spent his last years in exile, never had a motor vehicle until January, 1930, when Governmental restrictions against mechanical transportation were lifted. The pioneer of commercial transportation in this historic island is a Chevrolet Utility Truck. Great interest has been shown in the performance of the first motor unit to reach St. Helena. Chevrolet's performance over the 80 miles of exceptionally bad roads abounding in hair-pin bends and steep grades, has been eagerly watched by all the merchants. As the maintenance of animals for hauling produce over the 47 square miles of the island is very expensive, it is expected that motor transportation will soon replace the older method.

Glass Saved Lives.

Two policemen in Terre Haute, Ind., probably owe their lives to the shatterproof glass in the windshield of the Model A Ford. In a gun battle with a trio of bandits four direct hits were made on the Ford, two of them on the windshield. The two bullets were imbedded in the glass.

Animated Warnings.

Because of the growing dangers of the road in France, children have adopted berets of brilliant vermilion. Half the school children in towns and villages on the main roads of traffic outside the city are also wearing the sport hats. Motorists welcome the red caps because they can see the wearers at a distance.

Simplified Traffic Regulation.

A new trend in traffic regulation has been introduced in Detroit where the traffic officers at street intersections are equipped with traffic lights. Red lights are attached to the front and back of their uniform and green ones to their arms. A quarter turn by the officer suffices to stop traffic in one direction and start traffic in the other. The current is supplied from a battery which can be concealed in a pocket.

Automotive Shipments.

On the occasion of a traffic managers' conference held in February 1 it was announced that \$542,170,000 represented the freight receipts in 1929 for hauling cars, parts, accessories, tyres, gasoline, oil, lumber, steel, in addition to gravel and stones for the purpose of highway construction. This amount is far in excess of that of the total dividends issued by the U.S. Railroad Companies for the whole of 1929 (Total dividends \$428,524,000).

Anticipation Realized.

A young motorist applying for membership of the British Automobile Association, added—"I am anxiously awaiting my badge. I have had to wait eighteen years for it. I am 18 now."

Road Run in Peru.

Model A Ford cars recently won first and third places in a 100 kilometre race held in Peru under the auspices of the Federation of Chauffeurs. The race was over the Amancaes Road, a tortuous route which afforded a difficult test of the durability of both cars and drivers. Six cars participated.

Help for Motorists.

Fifteen new "auto pilots" have been placed in service in Berlin by the National German Automobile Club, making 24 in all. Nine of these possess driver's licences. The pilots' stations are located at the city's outskirts on the main automobile highways leading to the German capital from Frankfurt-on-Oder, Potsdam, Hamburg, Dresden and Stettin. The pilots are available day and night to guide strange motorists for a modest fee.

Car Crosses Desert.

The Kalahari, known as the "tantalizing desert" of South Africa, has been crossed for the first time by an automobile—an Oldsmobile. The 700 miles of dreary waste from Windhoek to Johannesburg, consisting of shifting sand and scrubby bush under a blistering sun, were traversed in six days. It takes donkeys or oxen from four to six weeks to make the crossing. Mechanics pronounced the mechanism of the Oldsmobile in perfect condition at Johannesburg and South Africans are halting the feat as one of the most outstanding motor performances ever recorded.

13,000 Miles in 60 Days.

A trip of 13,000 miles across the Continent and back in 60 days was made recently by William B. Putney, 3rd, of New York, in a Model A Ford. Mr. Putney drove north to Calgary and Banff, then south to Seattle and Los Angeles, and east via the Grand Canyon, Kansas City, and St. Louis. "We averaged better than 20 miles to the gallon," he reported. "Not counting a day at Grand Canyon, we drove home to New York from Los Angeles in just eight days. The car was extremely economical to operate, comfortable and speedy."

Sleepers Built Into Trucks.

Nightly truck hauling is being used in the U.S. as a conservator of labour time and a relief of expense to drivers who might otherwise be compelled to seek sleeping quarters en route on long distance lanes. To arrange for a more comfortable rest trucks for nightly hauling have been constructed in America in which a small sleeping box is built without reducing the loading capacity of the vehicle. In this manner the assistant, until the relief of his colleague can enjoy a perfect rest with his body stretched out so that after several hours of sleep he can drive the car with a clear mind.

Marking of Imported Motors.

The Standing Committee appointed by the Board of Trade will hold an inquiry on July 7 and July 8 (further meetings being held on July 14 and 15, if necessary), as to whether imported motor cars, vans, lorries and other motor vehicles, internal-combustion engines of all descriptions, chassis units, parts and fittings, and magneto, batteries, and ignition plugs of all descriptions should be required to bear an indication of origin.

Somersault Over Bank.

A small motor-car containing a party of Chinese plunged over a bank and somersaulted into a stream near the Swimming Club at Penang on June 15. The occupants had remarkable escapes, no one being injured.

Bangkok to Ostend.

A Bangkok cable of June 16 says:—Mr. Newbould, British Consul, Lampang, and Mr. Gibb, Divisional Highway Engineer, Lampang, who left Bangkok on February 14 in a motor to London, have reached Ostend. Their route was Bangkok to Haad Yai by train, Haad Yai to Penang by car, Penang to Madras by steamer, thence to Ostend by car.

World Speed Bid.

In a special \$14,000 racing car, "Wizard" Smith, the Australian motorist, proposes to attack Sir Henry Segrave's speed world record of 231 miles per hour on a 90-mile bench track in New Zealand in February.

Following representations by Mr. Scullin, the Australian Prime Minister, the British Government have agreed to lend Mr. Smith an engine to develop nearly 2,000 horsepower. The secrets of the design have not been divulged. The new car will be built at Sydney. Mr. Smith expects to attain a speed of 300 miles an hour.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedily and effectively in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24841.

FOUR SPEEDS.

Reasons for Trend Given by Engineer.

The four-speed internal-gear transmission has been with us now for over two years, and in the hands of many thousands of owners drive all the world over but from the questions asked daily, it is evident that many engineers and still more, the general driving public, do not fully understand the advantages of the four speed transmission.

Primarily, it makes usable and practicable a fast rear axle ratio. This is desirable because it slows down engine and propeller shaft speeds, making for economy of gas and oil, greatly lessened vibration troubles, quiet running, longer life for the engine and all related moving parts, better cooling, greater comfort for the occupants of the car, and particularly less fatigue and nervous strain for the driver on long trips.

The general effect in smoothness of operation and road performance may be determined by comparing two cars, one with four speeds, and the other with three. Consider a 4,000 pound three-speed car equipped by its manufacturer with a 4.8:1 axle and regarded as having excellent performance with that ratio.

At 65 miles (104.6 kilos.) per hour, the engine is going 3,500 r.p.m., and is considerably past the peak of the horsepower curve. With a 3.69:1 ratio (as used with the four-speed transmission) the engine at 65 miles (104.6 kilos.) an hour is doing only 2,700 r.p.m., the peak of the horsepower has not been reached, and the torque curve has dropped only a little.

For hill climbing, heavy going in snow or sand, and for acceleration, the direct drive of three-speed transmission should be compared with the third of the four-speed transmission. The results in car performance are astonishing, especially after the cars have been in service a little while and have lost an appreciable measure of their original ability.

Easy Shifting Prepared.

In order to get the most out of any transmission, but especially out of a four-speed transmission, the shift between the two top speeds should be very sure and easy. For years, inventors have been trying to find an easy shift, and while there has been some success in this direction, these devices are usually impractical for manufacturing or service reasons, or very expensive.

The internal drive mechanism happens to be such that it is not difficult nor expensive to provide shifting means which permit of changing back and forth between the top speeds at any road speed. This is partly because the internal train of gears is in constant mesh and, the engaging mechanism is a light-weight clutch, the momentum of which is so small that its speed of rotation can quickly be changed.

It is this easy shifting feature that makes the modern four-speed transmission so convenient and flexible in the hands of the driver. It is worth while to point out that from the standpoint of safety, a sure, and easy shift between the two top speeds is highly desirable. One soon acquires the habit of shifting back into third at level crossings, or unknown grades, and in heavy traffic, where the extra jump that is possessed by the car in third gear may be just enough to get it clear of an impending collision. In hill or mountain driving, if the car begins to roll down grade too fast in high, it requires no skill to drop it back into third and thus check the speed, while saving the brakes.

Flexibility Demanded.

These features with a three speed transmission cannot be obtained because the ratio of engine torque to car weight usually is such that the car will not have the

OLD CEREMONIES.

Aided By Modern Transportation.

Motor cars have in many ways penetrated the economic life of the East and are in use in areas where their very presence is incongruous with the ancient customs, habits and dress surrounding them. Seldom, however, do they penetrate the ancient ceremonial life itself.

However, in Sri Menanti, in the Federated Malay States, a Chevrolet chassis is taking part in the elaborate ceremonies of the Ruler.

The old ceremonial vehicle used by His Highness, the Yang Dipuan Tuan Besar of Negri Sembilan, was formerly pulled by eighty men. Four wooden wheels were attached to the framework but no provision was made for negotiating corners. The result was that the whole carriage had to be lifted when a turn was necessary — and turns were numerous. Since corners had to be taken with dignity, modern ideas were brought to bear.

After consideration, it was decided to use a Chevrolet chassis, minus the engine. The chassis elected had more than 80,000 miles to its credit but was in such good condition that it admirably answered the purpose. The imposing vehicle now ambulates easily on rubber tyres and is steered by means of a tiller.

The Ruler who safely and gracefully negotiates turns in this ornate vehicle was chosen in 1898 by the heads of the states comprising the Malay Federation.

SIR ERIC GEDDES AND SPORTS GOODS.

Sir Eric Geddes, Chairman of the Dunlop Rubber Co., Ltd., dealt with the Company's sports goods in his annual speech to the shareholders on May 9.

In the sports world, he said, they had made great progress. Their golf ball and tennis ball sales were considerably ahead of previous years, and the reduction in the price of golf ball made in the spring of last year had resulted in a considerable increase in the demand for the Dunlop ball.

flexibility and performance that the motoring public demands to-day.

Suppose we put enough engine ability in the car to handle a fast axle. To accomplish this fully, means a larger engine than is usually realised, with consequent added cost, weight, and loss of economy.

With the three-speed transmission there is no step between second and high and one must stay in second until the engine can handle high with the desired acceleration. With the four-speed transmission, the steps from second to third and from third to fourth are short, making for easy gear shifting and providing more flexibility.

Both theory and experience show that in order to get the smoothest and most satisfactory performance from a car together with maximum economy and length of life for its operation, the engine and all rotating parts back to the rear axle, should be run much slower than has been the general practice. The rapid extension of hard surface roads, with easy curves, means that the general average of road speed is going up and the driving public expects to make better time, safely, between points, than in the past.

The fast axle ratio accomplishes the desired slowing down of rotation and safety, we must also have a four-speed transmission of suitable ratios, with a next to top speed sufficiently quiet that the driver will to use it, and with a type of shift that will permit him to use it promptly, easily, and at any speed.

The above opinion expressed by one of America's foremost engineers, Mr. S. O. White, proves how well Graham-Paige Engineers analysed the unexpressed demands of automobile users the whole world over.

\$1.15

A GALLON OF PETROL!

TAKE THAT INTO CONSIDERATION IN CHOOSING YOUR NEW CAR.

FOR ECONOMY

THE FULL-SIZE PLYMOUTH

FOR BEAUTY

now at new low prices

SELECT A FOUR CYLINDER ENGINE

Plymouth is Chrysler's car in the lowest-price field—therefore it is the only car in that field to offer the distinctive engineering advancements and precision craftsmanship which have made Chrysler-built cars world-famous.

Plymouth stands alone among cars of lowest price with internal-expanding 4-wheel hydraulic brakes—weatherproof, self-equalising and permanently positive.

Plymouth stands alone among cars of lowest price with its full-size dimensions throughout—in body, frame, axles, transmission and power plant.

At its new substantially lower prices, Plymouth offers value without parallel in its price class. See the car, drive it. You will be convinced.



PLYMOUTH

CHRYSLER MOTORS PRODUCT

PLYMOUTH IS THE ONLY CAR ON THE MARKET WITH THESE ADVANTAGES.

THE NATIONAL MOTOR CAR CO.

484 - 486, QUEEN'S ROAD, WEST.

TEL. 25674.

HIGH COMPRESSION.

Feature of Willys-Knight Car.

Although most motor car manufacturers are developing their power plants along high compression lines to meet the demand of the buyer for a car of the highest efficiency, this phase of engineering dates back almost 15 years insofar as the Willys-Knight sleeve valve engine is concerned. This fact is creating more interest than usual in the new Willys-Knight sixes presented by the Willys-Overland Company, Toledo, Ohio, the largest builders of Knight engine cars in the world.

Since the production of the first Willys-Knight car in 1915, the Willys-Overland Company has paid special attention to high compression in order to obtain maximum performance.

Many automotive experts who have made a careful analysis of the sleeve valve engine used in the Willys-Knight cars attribute its successful high compression performance to its distinct design, stating that it is unusually well

adapted to high efficiency work.

It is cited as proof of the claim that the Knight sleeve valve engine is naturally best suited for high compression work, that it does not require a special grade of gasoline to attain maximum efficiency.

Tests conducted over a period of years have been shown a distinct margin in favour of the sleeve valve engine for high efficiency. It is pointed out that the characteristic design of the Knight sleeve valve combustion chamber, with the spark plugs located in the exact centre of the compressed fuel charge, provides unsurpassed high compression performance.

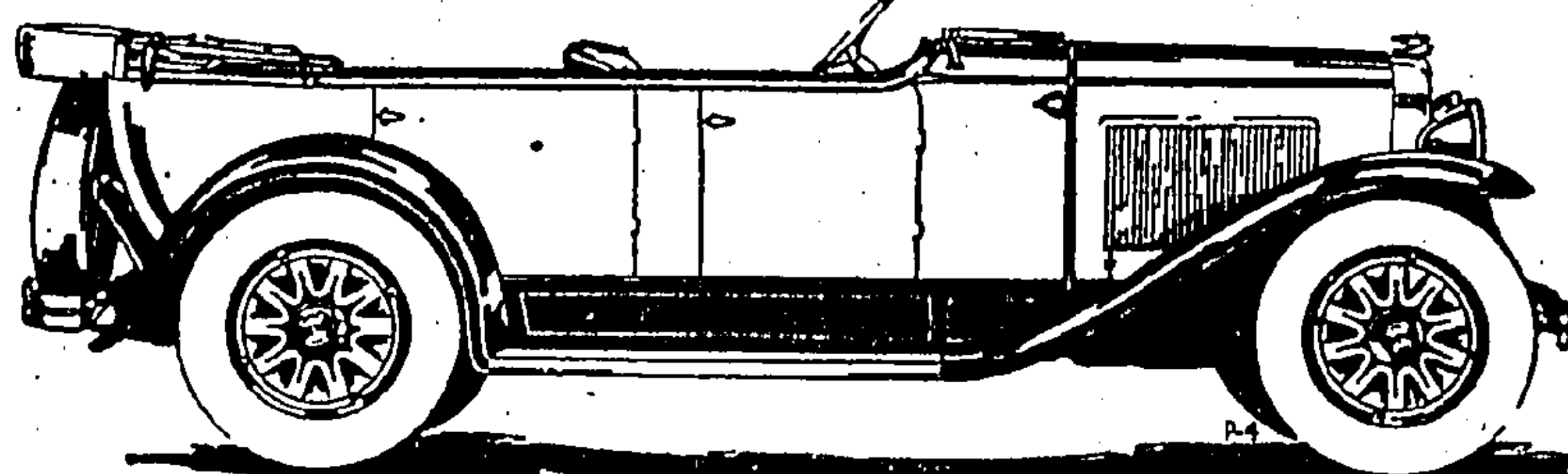
The shape of the combustion chamber in the Knight engine is a true cylinder surmounted with a dome-shaped head. This is said by engineers to be the ideal type for obtaining the greatest degree of efficiency from an engine of the high compression type.

Although the term "high compression" is widely used by many motor car owners, some will ask "What is meant by high compression?" Reduced to language that even those not mechanically minded will understand, high compression means that the gasoline mixture is more highly compressed in the combustion chamber, thus imparting greater force to the pistons on the downward stroke. This, of course, provides a higher degree of power than is possible in an engine of low or medium compression.

DUNLOP SUCCESSES.

The spring championships have already been marked by a notable series of success for the Dunlop Ball. Among them are the Manchester Professional Championship (won by J. Burton, of Darwen); the Sunex Professional Championship (won by Mark Seymour, of St. Leonard's); the Coates Challenge Cup (won at Solby by Mr. Bernard Watson); the Army Championship (both winner and runner up); the South African Open Golf Championship (first six players); the South African Amateur Championship (first and second players); the Ladies' Transvaal Golf Championship; and the Ladies' French Championship (won at Chantilly by Mlle. Thion de la Chume).

COMPARE its mechanical features with those of any other low-priced six.



1. A 200-cubic-inch L-head engine.
2. The Harmonic Balancer.
3. The G-M-R cylinder head.
4. The cross-flow radiator.
5. Automatic temperature control.
6. Fully counter-weighted crankshaft.
7. Airplane type interchangeable bronze-backed main bearings.
8. A 1 1/4-inch carburettor with internal economizer and accelerating pump.
9. Gasoline pump, introduced by Oakland.
10. Patented expansion-type piston pins.
11. Full-pressure lubrication.
12. Crankcase ventilating system.
13. Internal-expanding four-wheel service brakes of the most efficient type.
14. Special moulded, brake bands. Positively no squeaking when stopping.
15. Coincidental ignition and transmission lock.
16. Individually mounted instruments, including gasoline gauge.
17. Foot-controlled headlights.
18. Small wheels with ten massive spokes.

A most convincing method of testing Pontiac's value is to compare the mechanical features of the Pontiac Big Six with those of other cars in its price field. Here are 18 of these features—each one an important factor in Pontiac's long life, dependability and big car performance. Put them side by side with the mechanical features of any car selling for less than \$1,100. The more familiar you are with automobiles and their construction, the more quickly will such a comparison cause you to recognize the exceptional value offered by the Pontiac Big Six.

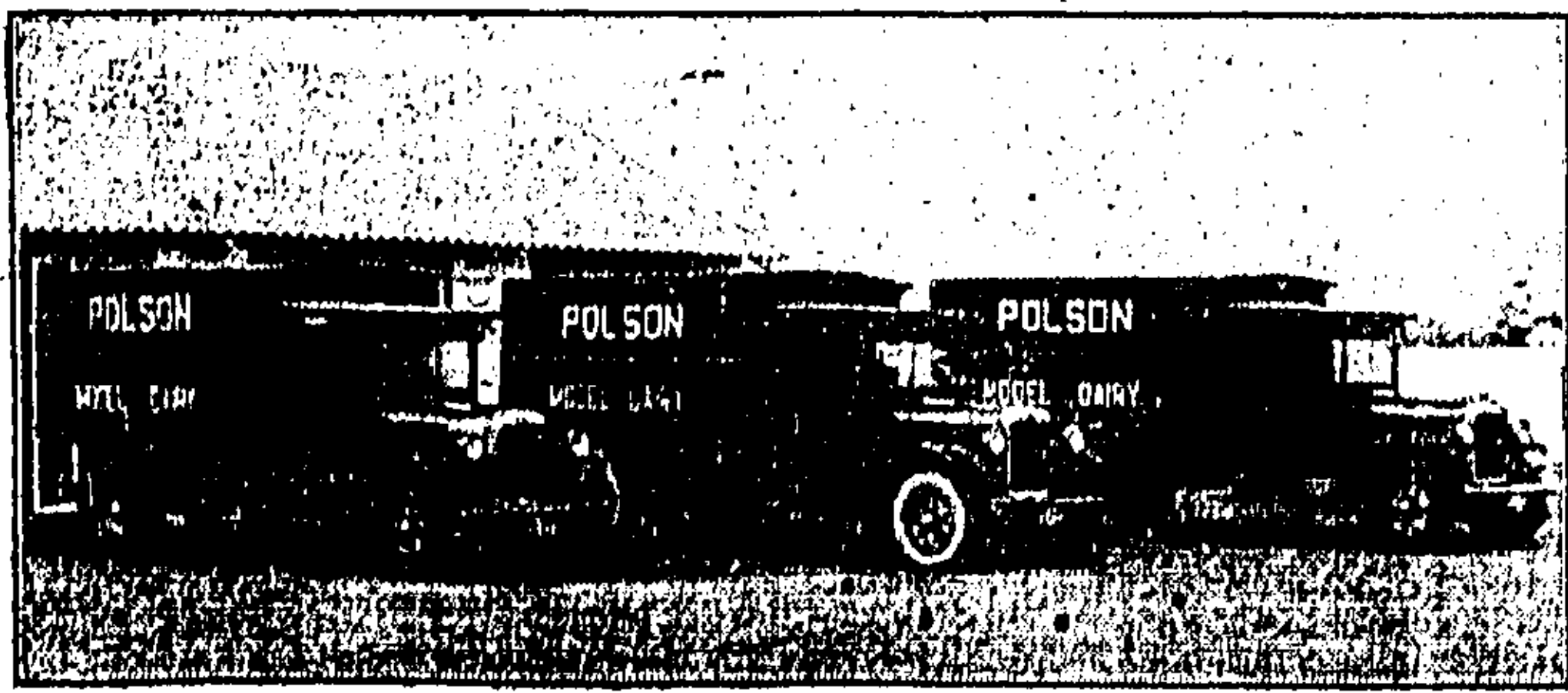
PONTIAC

Product of General Motors

BIG SIX

THE ORIENTAL MOTOR CAR CO.
353-7, Hennessy Road.
Telephone 20406.

Trucks Serve Milk Industry.



Progress in the milk industry throughout the world brings with it the increasing use of the motor truck. The milk cart and the native peddler, distributing "nature's most valuable food" from cans, goatkin bags, etc., are rapidly being replaced by speedier, more sanitary and more modern methods. The fleet of Dodge Brothers trucks serving the model dairy operated by the Polson Manufacturing Company of Bombay, India forms an example of the progressive methods being used in nearly every country. The attractive panel bodies mounted on these trucks were built by Bombay craftsmen.

BRIGHT COLOUR.

In Demand by Buyers of Fine Cars.

The demand of buyers of fine cars for bright colours and a wide variety of colour combination is greater this year than it has ever been before, according to officials of the Lincoln Motor Company. This is particularly true, they say, in the open and convertible types.

Exhibits in the recent automobile shows indicated that bright colours would be popular this year, but after all, these cars, to a considerable extent, reflected the ideas of what manufacturers thought the public would want. In the final analysis the purchasers determine colour trends, especially in the cars of the Lincoln class in which individuality is accentuated.

Brown, green and blue in a variety of shades will be the most popular colours this year, according to Lincoln officials, who base their judgment largely on orders so far received and on reports from dealers.

The Lincoln offers twenty-three colours which have been tested and adopted as standard. A purchaser may have his car finished in any combination of these colours, though the company recommends certain combinations for their harmony, taste and durability.

Any other colours may be had, however, at additional cost. The demand for special colours is unusually heavy among those who have more than one car and who buy open cars for sport occasions.

There is an increasing tendency on the part of the public to select fenders with the same colour scheme as that of the body of the car.

ROAD VEHICLES.

More Business for Railways.

Railway Companies both at home and abroad are putting more and more lorries on the road and so bringing more business to their lines. The developments in this direction are of interest as these "feeder" services undoubtedly strengthen the position of the railways. In many cases the choice of the Railway Companies seem to fall on Albion vehicles, probably because the Railway Companies are experts on the question of running costs, and also, no doubt, owing to the Albion's reputation for an unusually high standard of reliability.

Orders for these famous Glasgow built machines have recently been received from three famous railways—the London, Midland & Scottish Railway recently purchased a number of special 5-ton live stock wagons, the first of which is now in service. Mounted on pneumatic tyres chassis of the special Albion Overtyp design, these wagons can carry up to 80 cattle or 100 sheep, the latter being accommodated in two tiers. The Albion Company has also received repeat orders from The London & North Eastern Railway Company for 30 cwt. and 2-ton chassis, while the Kenya Uganda Railway are purchasing a number of 4-ton Overtyp Albion chassis on pneumatic tyres. These Overtyp chassis have a number of special advantages. Their short wheelbase makes them very "handy"—in fact, they can turn in a 4 ft. circle—and while the overall length is considerably reduced there is no sacrifice in platform length. Accessibility is also an outstanding feature. All these points make an undeniable appeal to practical engineers such as control the Railway services, and it is not surprising, therefore, that their choice falls on Albion vehicles.

MOTOR TRUCKS.

Distribution by New Method Beneficial.

Rapidly increasing use of the motor truck by the farming interests of the nation is providing a channel for the ready disposal of fruits and vegetables for which there formerly was no commercial outlet.

Application of the truck in this respect has supplemented its normal sphere in the transportation and sale of general agricultural products, with a startling effect upon crop production in many areas.

This is strikingly illustrated in a transportation survey made recently by Bruce Edwards of the Bureau of Agricultural Economics of the United States Department of Agriculture. It discusses the movement of the 1928 crop of fruits and vegetables in southern Indiana and Illinois and emphasizes the large recent increase in the use of trucks for the transport of farm products.

"Motor truck transportation in southern Indiana and Illinois has developed chiefly during the last four years," the survey states. "A characteristic of the use in this section is the supplying of rural and small city trade by wholesale and retail peddling with the truckman acting as middleman as well as carrier."

In southern Indiana, the Government's statistics reveal, 65 per cent. of the 1928 crop of fruits and vegetables, including that portion sold to canneries, was moved by truck. This truck movement comprised a total of perishables trucked to their destination of 5,120 carload equivalents. The similar rail movement equaled but 2,788 carloads.

One factor contributing to the very heavy truck movement in Indiana is the proximity of the producing regions to the consuming centres.

In southern Illinois, where the short haul is not as frequent as in Indiana, nearly one-fourth of the fruit and vegetable crop was nevertheless shipped by truck. The Federal statistics for this movement illustrates that 23 per cent., or 2,305 carload equivalents, were shipped by truck as compared to 7,829 cars shipped by rail and truck combined.

A comparatively new development in the merchandising of perishables in the section surveyed, the report states, has been the advent of the truckman-merchant. Originally starting when growers sent men with loads of melons or fruit to peddle in nearby towns, many of these peddlers branched out, bought their own trucks, purchased produce direct from the farmers and then built up their own clientele. At the same time many farmers, when the fruit and vegetable season opens, become truckmen-merchants themselves, selling the produce of their own farms and that of their neighbours in nearby cities and towns.

Both of these developments of the merchant-truckman idea have resulted in direct delivery of fruits and vegetables to markets much nearer the producing districts than formerly served. The truckman, moreover, of both classes can profitably distribute perishables over more distant markets than can the commercial truckman hauling for cartage fees alone.

Improvement of truck equipment has been another result of the rise of the merchant-truckman. Where formerly most of the trucks were made-over automobiles and small half-ton trucks, during the last two years a considerable number of one and two-ton trucks have replaced the small ones. Many of the truckmen-merchants formerly operating with one small truck each, are now using larger trucks, or more than one.

In commenting upon the effect of the motor truck on production and merchandising the Government survey said:

"The truck has rendered a real service by moving fruits and vegetables rapidly from the grower direct to the rural retailer many miles away. It has made a good market for second-grade produce, giving the consumer fresh fruits

NEW WILLYS SIX.

Simplified Control Makes Operation Easy.

A striking example of the refinements in motor car design introduced by Willys-Overland is found in the arrangement of the controls to provide added space and freedom for the driver of the new Willys Six.

This is in line with the remarkable speed development of the Willys Six which has a high performance of over 70 miles an hour and a flashing acceleration that encourages rapid maneuvering in traffic and makes desirable the utmost simplicity and ease of operation.

The gear shift lever has been moved forward from the foot boards to the sloping toe board. This leaves the driver free to manipulate the foot brake, clutch and accelerator without the slightest interference.

The advantages of this system can readily be understood when it is considered that the car has an acceleration of from 5 to 50 miles in 21 seconds and a speed of 48 miles an hour in second, as well as rapid deceleration, due to the powerful four-wheel internal acting brakes.

The De Luxe Sedan and the Standard Sedan are "fitted to measure" by means of the adjustable front seat.

"Finger-Tip Control." Monroe two-way hydraulic shock eliminators and other features show Willys-Overland's effort to make driving as trouble free and as natural as possible and explain in a large degree, the wide public reception accorded the new car.

ITALIAN ENTERPRISE

Motor Highway Into Abyssinia.

The building of a highway from the Eritrean port of Asseb into the interior of Abyssinia will soon be undertaken by Italy. This new artery will replace the caravan route and it is estimated will cost 15,000,000 lire. The road will parallel the railway between Gibuti and the Abyssinian capital of Addis Abeba but will pass through the mountainous region, with Dessi as its terminus.

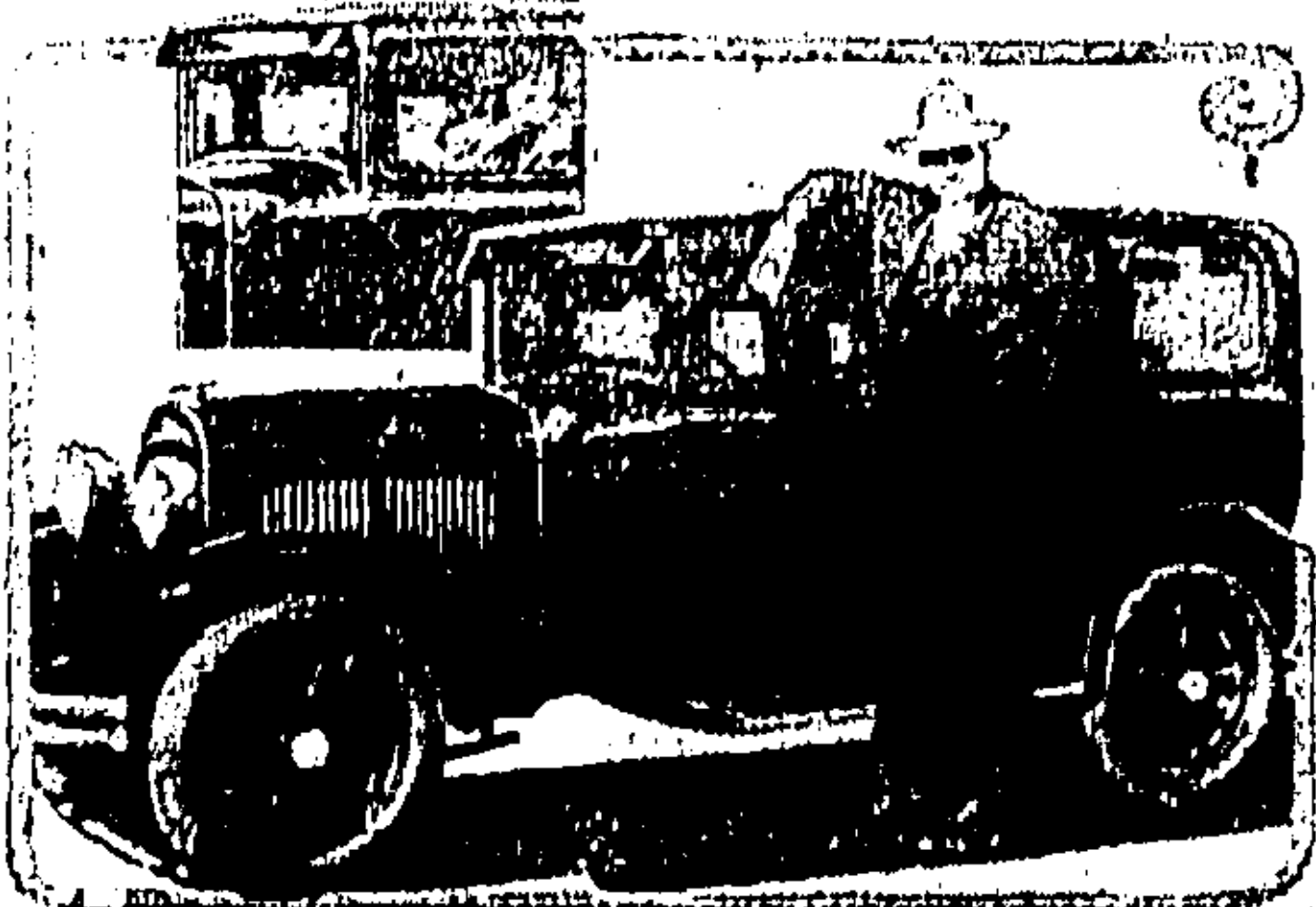
In the undertaking, Italy is enthusiastically supported by the King of Abyssinia who is keenly interested in the new road which will be built in five sections totalling in all nearly 400 miles through districts where trade has been restricted by lack of transportation routes.

The vast project is a most difficult one. Bridges must be built and many culverts used as a safeguard during the rainy season. Work is to be started in the dry season and continued over a term of months. It remains to be seen whether any routes can be used as a basis for the highway. If not, another 5,000,000 lire will be added to the estimated cost. Experts feel, however, that although the expense will be more than justified by the benefits, this new road will bring, not only to Abyssinia but to the Danakil country stretching through the Italian colony of Eritrea which is badly in need of transport advantages. The territory which will be served has 4,000,000 inhabitants.

and vegetables in good condition at low prices.

"Five years ago, as a typical example, growers in south-eastern Illinois shipped apples to Indianapolis by rail. Several weeks or months later the travelling salesman for the Indianapolis firm, in making the rounds of the rural towns, sold the same apples in towns only a few miles from where they were grown. The apples were much the worse for their trip of 150 miles each way and the many handlings. Now, nearby demand is supplied direct from the producing locality in a few hours at small cost and with fresher fruit."

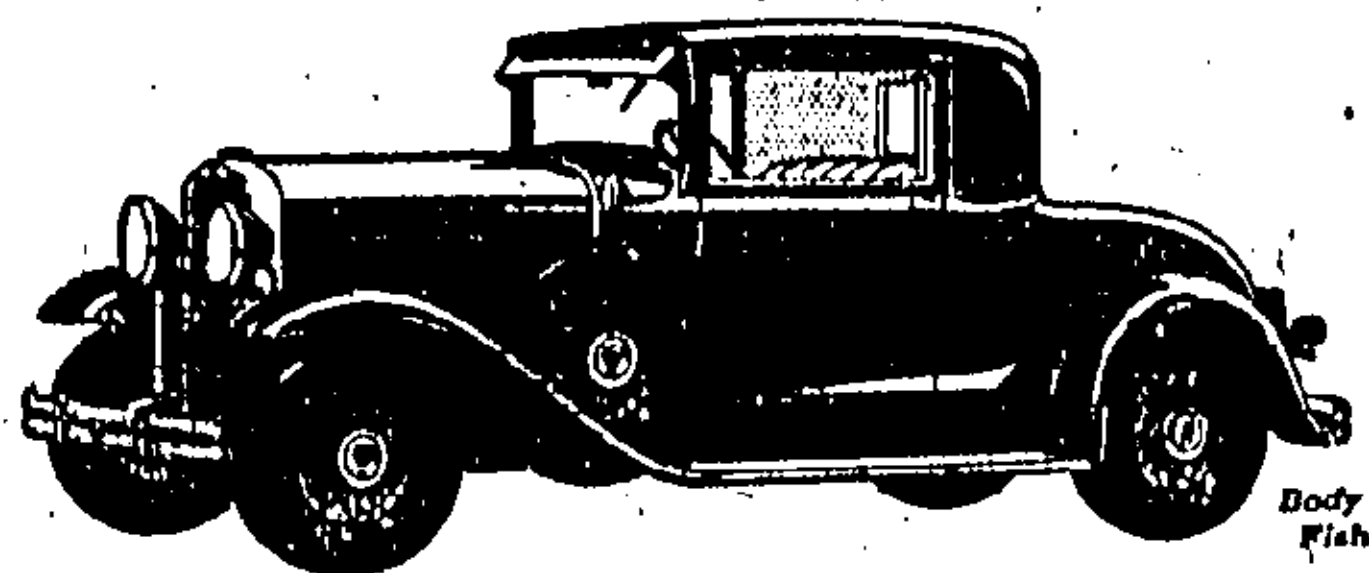
They Never Come Too Big for Plymouth.



Fred Wiens of Glendale, California, six feet eight inches tall and weighing 425 pounds is shown here leaning his elbow heavily on the roof of his Plymouth sedan. California being full-size country with giant trees, towering mountains and big men is partial to full-size automobiles. In the inset the giant has entered his car, so to speak, and is finding it roomy and comfortable.

Marquette

BUILT BY BUICK



Body by Fisher

EXTRA VALUE THAT ONLY MARQUETTE PROVIDES

FEATURES COMBINED ONLY IN MARQUETTE IN THE \$1000 CLASS

Wheelbase 114 inches. Closed Bodies by Fisher. Non-glare Fisher VV windshield. New type mohair upholstery. Adjustable front seat. Remarkable power plant—67.5 brake horsepower. High-compression cylinder head. Rubber engine mountings. Completely sealed engine. Forced lubrication. Low-jay hydraulic shock absorbers. Four-wheel internal-expanding brakes. Adjustable steering wheel. A host of other extraordinary features that combine to make the Marquette America's most complete car in the \$1000 field.

Here is the most complete car ever offered in the thousand-dollar class. Lift the hood and inspect the Marquette's power plant. Go over every feature of construction in the chassis. Fine workmanship everywhere. Superlative engineering. Expert design.

And the Body by Fisher. The very latest expression of the finest body craftsmen in the world. The upholstery is a brand new type. The finest mohair with a rubberized backing that makes it waterproof and dustproof—there's a special type windshield that eliminates glare and gives new pleasure and security to night driving. It's a marvel in appearance, inside and out.

The Marquette proves it is a true Buick product with a type of performance never before equaled in a car at the price. Getaway like a flash! Sky-rocket pick-up—10 to 60 miles an hour in high gear in 31 seconds! Brakes with stopping ability to match such speed—positive, easy-operating and as smooth as satin.

Drive it today just to prove to yourself that there never has been anything like it anywhere near its price.

BUICK MOTOR COMPANY, FLINT, MICHIGAN

Canadian Features Division of General Motors Builders of McLaughlin-Buick, Chassis, Ont. Corporation Buick and Marquette Motor Cars

114" Wheelbase Marquette ModelsG.\$1,460 to G.\$1,580
118" Wheelbase Buick ModelsG.\$1,775 to G.\$1,910
124" Wheelbase Buick ModelsG.\$2,125 to G.\$2,165
132" Wheelbase Buick ModelsG.\$2,115 to G.\$2,725

THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

BUYERS' GUIDE

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BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
FORD.—Wallace Harper & Co., Ltd.
HILLMAN.—Lane, Crawford, Ltd.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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Hongkong Sunday Herald.

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YOUTH AND CRIME.

At What Age Is a Boy a Criminal.

MAGISTRATE DECIDES.

Mr. T. S. Whyte-Smith, sitting as Coroner, with a jury, comprising Mr. E. Grant Smith (foreman) Mr. D. C. Wainman and Mr. Garch Chung, at the Kowloon Magistracy yesterday morning, held a special inquiry into the circumstances which surrounded the death of a Chinese, named Chung Sau-nam (12) at To Kwa Wan Road, outside house No. 241, on the evening of July 1.

Prior to taking formal evidence the Coroner said: "Gentlemen of the jury, this is a coroner's inquiry into the death of a Chinese boy, who is alleged to have died as the result of being kicked by another boy. I think there will be evidence to say that there was something in the nature of a quarrel."

Dr. K. Harrison Uttley, M.B., M.A., medical officer in charge of Kowloon Mortuary stated that on July 2 the body of Chung Sau-nam (12) was identified in his presence by the father, cousin, an Indian policeman and Inspector Stimson. He examined him, and found he had died of shock following a blow in the lower region of his body. The spot was congested and showed no external injury. The lad probably died within the hour. He also saw Kau Chai who had two black eyes.

Next witness, Chung Sau-yau (11), a cousin of the deceased, related that he was sitting down with him on the pavement on the day in question. They played. Kau Chai sat nearby, and there was also Chung Chung-kwai with them. Kau spoke to witness and said "you are blind," whereupon Chung (deceased), replied, "you are blind." Kau then swore at deceased who swore back. Kau then hit Chung with his fist, on seeing the latter raise his foot. Witness' cousin (deceased) gave Kau Chai a black eye, and the latter returned several blows. He then kicked deceased, and the latter fell to the ground and lay motionless. Kau kicked with bare feet.

Chung Chung-kwai (12) said that he did see the actual fight and corroborated the evidence given by Chung Sau-yau, while Yau Che (14), elder brother of Kau Chai, stated he did not witness any fighting. The deceased's father, Chung Chuen, a foreman in P.W.D., gave evidence of identification of Chung Sau-nam as being his son. The Coroner, through the Interpreter told the witness that the Court was very sorry for him losing his son.

Summing up, the Coroner said that the jury could take it that the boy (Kau Chai), who was alleged to have kicked the deceased, was 8 years old. The age of the boy was of great importance. There was something in the nature of a fight between two boys. There was the question of which struck the first blow, and so on. The important point for the jury to consider was the age of the boy—Kau Chai. The Coroner said he thought they could assume that the deceased died from a kick which Kau Chai undoubtedly gave him. Referring the jury to Russell's book on crime, the Coroner said that it is the law of England that no child under the age of seven can be guilty of a criminal act and furthermore that no child over the age of seven or under the age of fourteen is capable of criminal responsibility. The Coroner reminded the jury that the point to consider was "can a boy of that age be held to be criminally responsible. They regarded Kau Chai's age as being just on the border line, and the Coroner thought that the gentlemen of the jury would be justified in treating the boy as being seven, because one year of age could not make very much difference. The question was whether a boy of that age was capable of committing a crime. The Coroner thought that the jury had no difficulty in saying that he was not. Then if they were of that opinion he would ask them to return a verdict of "death by misadventure."

The jury agreed, but the foreman in reply to the Coroner, requested that nothing should be said to the lad, Kau Chai. The Coroner concluded by say-

DEPOSITORS ROBBED

Comic Situation During Run on Chinese Bank.

SCENE OF CONFUSION.

The unstable financial state of affairs in the Colony was once again reflected yesterday morning, when crowds besieged the National Commercial and Savings Bank, Limited, which is situated at 144-150 Des Vaux Road, Central.

A Sunday Herald representative who visited the premises found them open for business, but crowded with people, apparently depositors. The scene was one of complete confusion, and it was not possible to ascertain the reason for the run on the bank.

It appears, however, that the confidence of the Chinese public has been very badly shaken by the closing of the Industrial and Commercial Bank a day or two ago, and no doubt yesterday morning's run was a result.

According to available information, the Chairman of the bank in question is Jan Con-sang, and the Board of Directors includes the Sincere Company Limited, the Chief Manager is Wong Kok-shuen, Choy Hing, Chairman of the Sincere Company, is also on the directorate. A Chinese policeman was on duty outside the entrance of the building when our representative arrived.

Element of Comedy. Later enquiries made of the bank officials elicited the information that the run had been brought about principally through anxiety on the part of small depositors. The bank, it was stated, would remain open until all demands had been satisfied.

The situation, it might be added, is not without an element of comedy. When the run first started, the news was noised around that depositors were withdrawing their savings, with the result that pickpockets arrived post-haste, and relieved the customers of their hard-earned savings as they left the premises! The bank, in order to protect themselves and the public generally, applied for police protection, as a result of which matters were materially improved, and the temper of the visitors considerably quietened!

PEASANT REVOLT.

Mutineers Increasing in Siberia.

Harbin, June 26.

The Chinese and foreign newspapers here to-day published long interviews with persons arriving from Vladivostok who state that the Siberian peasant mutinies in the Suchan and Iman districts are continuing and growing more serious. It is claimed that many soldiers from the Soviet Far Eastern Red Army have passed over to the side of the so-called guerrilla detachments.

Disciplined Army. It is now alleged that the mutineers number not less than 8,000 and that the forces are gradually being organised into disciplined detachments which are organising raids on trains and arresting the Soviet Cheka detachments in the districts. On June 20 a force of 22 mutineers raided a military train near the station at Shaotovo and obtained a large quantity of arms and munitions.

Vladivostok Safe. The city of Vladivostok is firmly held in the grip of the Red Army, with strict martial law being enforced, but the population is restive and uneasy and the serious shortage of foodstuffs is being badly felt. The Soviet authorities throughout eastern Siberia as well as the Soviet consular authorities and officials on the Chinese Eastern Railway in North Manchuria are apprehensive regarding the situation, due to the fact that the mutinies continue to grow in spite of the efforts of a number of high officials from Moscow who have been sent into the district to investigate the situation and pacify the people. Canton News Agency.

Ing that if Kau Chai was a bigger fellow he would be kept in custody and the Police would have probably proceeded against him. A verdict of "death by misadventure" was returned.

SERGEANT C. HILL.

Many Mourners at Local Officer's Funeral.

LOSS TO K.F.C.

In the Protestant Cemetery, Happy Valley, last evening the funeral of Sergeant C. Hill, of the Royal Naval Dockyard Police, who died after a short illness, took place, the Rev. H. F. Foley, R.N., conducting the burial rites.

The coffin, draped with a Union Jack, was borne on a gun carriage, which was drawn by deceased's fellow officers in the Police.

Those present included: Commander Bridges (chief mourner) Mr. H. J. Stevens, Sir Ellis, Mr. W. H. Hill (representing the Kowloon Football Club) and Mrs. Hill, Mr. and Mrs. Colesworth, H.M.S. Sepoy, Sick Base R.N. Hospital, H.M.S. Tamar, Inspector A. B. Allen and Sub-Inspector Hudson. A large contingent of the Indian section of the Dockyard Police was also present at the graveside.

The late Sgt. Hill, was only 45 years of age, was a native of Portsmouth, and had been in the Naval Police here for seven years.

Keen Footballer. Deceased was an old member of the K.F.C., and a keen follower of all the football matches.

He will be greatly missed by the Club. Wreaths from the deceased's brothers and sisters, nephews and nieces were interred with the coffin.

Other floral tributes sent were from: Rear-Admiral Richard A. S. Hill, C.B.E., R.N., Inspector A. B. Allen, Mr. and Mrs. Beattie, Mr. and Mrs. and Miss G. J. Colesworth and Ted Allen, Mr. and Mrs. S. E. Cuts, Sgt. and Mrs. George and family, B.O.M.S. and Mrs. Hill, (Royal Artillery), Mr. and Mrs. Hudson, Sgt. and Mrs. McClelland, Sgt. and Mrs. McNay, Mr. and Mrs. G. A. Sharmon, Mr. and Mrs. Thompson, Messrs. T. H. Ellis, Martin and Piper, H. J. Stevens, R. A. Trengrove, and E. Tuck. The President and Members of Kowloon Football Club, Commander and Assistant Commander, Members of Royal Naval Yard Police, R.N.Y. Police, Kowloon Depot, Royal Naval Yard Police: Indian Section-Kowloon, Indian Police, Royal Naval Yard, Surgeon Commander, Hunt, R.N., and staff of Dockyard Surgery, C. W. Dept., R.M.O.C.A., Captain, Officers and Ships' Company: H.M.S. Sepoy, Members of R.N. Sick Berth Staff, Ward Room Officer: H.M.S. Tamar, and Naval Victualling Yard Officers and Staff.

CURTAIN OF SKULLS.

Scot's Gruesome Find in New Guinea.

A strange and gruesome story of how gold came to be discovered in New Guinea was told by Mr. Alexander MacDonald, the well-known Scottish explorer, in an address to members of the Glasgow City Business to members of the Glasgow City Business Club. Mr. MacDonald told how his party had penetrated into the interior and come upon a native temple. Greatly daring, they entered this and were horrified to find a huge curtain stretching across the interior, entirely composed of human skulls strung together. These had been painted so that in the light of the torches they looked strangely animate.

Further examination showed that the eye sockets had been filled with pebbles. Still further examination showed that many of these pebbles were pure gold.

In an appeal to the business men, Mr. MacDonald said that Great Britain had practically dominated the world. There had been a time when no one dreamed of challenging her supremacy. That was the result of the work of the pioneers who had worked singlehanded, neither hoping for, nor receiving any reward. To-day there was still a need for business men taking a deeper interest in the affairs of the Empire.

GERMAN BEATEN.

Canadian Wins the Diamond Sculls.

REGATTA THRILLS.

London, Last Night. At Henley Regatta to-day in the Diamond Sculls final, the Canadian, Guest, easily defeated the German champion, Boetzelen, by 8 min. 29 sec.—Router.

[An earlier message stated: In the final of the Diamond Sculls, the German, Boetzelen, defeated Joe Wright, of Canada, after a spirited race by a length and a quarter in 8 mins. 52 secs. This is the first occasion in the history of this race that a German and a Canadian have competed. Joe Wright is the former holder of the Canadian Diamond Sculls Championships.

The German is now meeting another Canadian, Guest, in the final. Guest defeated Collett (Leander) easily in 8 mins. 42 secs.]

"THERE'S A LAND—"

Amusing Laws in America.

NO SNAKE EATING!

The law-makers of America have put some queer measures on the Statute Books of the various States, says a correspondent of the Ceylon Observer.

For instance, with due solemnity a Bill was put before one State legislature to prohibit public exhibitions of snake eating. It found its way to the Statute Book, too. "It is unlawful to sleep on the floor of the State House," is another.

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WEDNESDAY AND SATURDAY.

other decrees by a certain State, while other pearls dropped by the law-makers are:—

A law that jackass should be ridden more than six miles an hour; and

A law that no child shall move into the eighth standard at school until he or she can recite from memory the first verse of "The Star Spangled Banner."

An Offence to Gossip. There are some more measures of "social reform" to come. Such as:

A Bill that a girl should not be termed a "flapper."

A Bill to make gossiping an offence.

A Bill to prevent a husband drawing on his personal account unless his wife has counter-signed the cheque; and

A Bill—moved by a blind man—to regulate the length of women's skirts.

There is also a Bill against kissing, on the grounds of public health.

TIENTSIN CUSTOMS.

Chinese Angry with Mr. Lenox Simpson.

Nanking, July 4.

In view of the recent advices from Alfred Sze, Chinese Minister to London, that the British Government were about to deal with Mr. Lennox Simpson according to law, the Waichinpu has called to Mr. Alfred Sze, the Chinese Minister, to urge that Government for speedy action against Mr. Simpson and also for an early reply in the matter. — Canton News Agency.

DIRECT FLYING.

Oakland, California,

Yesterday.

Kingsford-Smith is now promoted to Wing Commander. He arrived in the Southern Cross and is thus the first to complete the round-the-world flight by a direct route over the Pacific to the Atlantic. — Reuters' American Service.

MAC.

Inaugurated Band of Cut Throats.

SKULL AND CROSSBONES.

I came across a letter the other day. In place of the address was a huge skull and crossbones, heavily inked in, and the sheet was badly marred by blots.

"Dear brother,—Be at White Lane Cross roads with the rest of the gang at dinner time, I have a plot. — DUNCAN MACANDREW (number four)".

Is it a sign of the onslaught of age or mere blithering sentimentality when you suddenly have a vision of yourself as an unwashed urchin with your school-bag on your shoulder, and see the village street of boyhood rise up like a giant out of the bottle of your memory?

There is a noble war memorial now where once we used to play cricket on the dusty pitch of an open space, which had been a village green. The grocer's bow-window, round belled, and always full of appetising apples and fruits of the season, has given place to an imposing bank. Mac Jennie's cottage has been pulled down, and there stands on the space occupied by that ramshackle building a set of bright shops. The two schools have been surrounded by a series of model dwellings, and the rival schoolmasters have given place to the new order who work under one council and have no rivalries or battle royal on their behalf.

I can see the grubby ranks of the Wesleyanites, armed with missiles, sticks, and ready fists, swarming up the street to give battle to the "Nationals," and hear the "Yahs" and "Boos" that filled the air, or perhaps that song which ended— "Where shall we run to? Down White Lane?"

Here comes Gaffer with a big fub cane.

Gaffer was ruddy of face, and ruddier of temper. He wore a high Gladstonian collar that seemed like a white plinth beneath his turkey gills and scarlet face. His cane flashed like a rapier in his hand, and I can see the dust rising from the seat of Mac's pants as that switch descended, like forty switches in one, because our youthful daredevil had drawn a masterly likeness of Gaffer (in coloured crayons) on the blackboard.

Mac was always our leader. He it was who first started the band of cut-throats. He passed notes in their first books, innocently exchanged a desk to desk; notes which bore the sign of the skull and crossbones. He ruled us with all the might of Scots brawny arm and brain, and though he came from the humblest cottage in our village, he was king of our little realm of school. He had given single combat to the blatted bully of the "Nationals," defeating that terror with such a whirl of fists that the enemy had gone blubbing home to his mother, followed by Mac and a victorious, mocking rabble. After that our school was "cock of the village." We swaggered and blustered before the National School yard, inviting its champions out to combat; even composing ditties about its pale and studious head master.

When "Scouting for Boys" first fell into our delighted world we took home that preliminary little three-penny booklet and devoured it. Did I not, with my own hand, cut out a triangular patrol flag from my grandmother's red-flannel petticoat, and sew on it a head, outlined in black crepe, of a wolf, and bag a jersey to go with the shorts and bare knees? The world was ours; the woods near by became the backwoods, and we learned to crawl and stalk, to whistle like blackbirds, with Mac always exclaiming: "Of that noble, grimy seven there are three of us left; the rest ended their Scouting in a greater game, than any of us dreamed of in those far preparatory days."

Mac's greatest glory was his father, a giant who had served in the Gordon Highlanders, and who on gala days came forth dressed in tunic, kilt, and sporran, and played the bagpipes in the street until even his rock-like head could stand no more, and he was brought up against the nearest telegraph post, like a great ship come to anchor, and from this vantage defied our puny policemen with one huge fist, and could no more be locked up than Gulliver by the Lilliputians.

We would gather round, and young Mac proudly declaiming that

WORKER KILLED?

No Information Given to Press.

EUROPEAN INVOLVED.

A story reached the Sunday Herald late last night concerning the death of a Chinese worker at a dockyard. Enquiries made by representatives of the paper did not confirm the information given. It was also learned that no information on the matter was to be circulated.

The trouble, we are given to understand, originated in a boiler room, and as a result, the Chinese later died in hospital. The matter may be adjusted by payment of compensation, but the Press were not vouchsafed any details in accordance with what seems to be a growing practice in the Colony.

We have very little doubt that the whole of the details of the affair have been freely discussed in what are considered to be the proper quarters. We regret that we are unable to give them to our readers, although a European is said to have been involved in the matter. Further than this we cannot go at the moment.

a regiment couldn't take his father, and when at last the police retired, discomfited before the chaff of the crowd, a little woman, dressed in a simple bodice and skirt, would issue from a cottage and advance upon the Samson, vituperating him in broad Scots. What the police could not accomplish she undertook with ease. Finger and thumb on the giant's ear, she would lead him home, shrilling threats and scoldings in his ear, while he went, like a staggering ox to the pen, and the high-toned lecture could be heard going on within his castle.

"Mac mither's just great," Mac would say, grinning, and we would disperse to our games.

What wonders we had in store. The first tramway to come; the last of the Morris dancers to see out; the spangled tumblers with their mats to disappear from the roadways unscathed by the swift wheels of motors, with only the purr of bicycle wheels to forecast the coming of speed, and the low rumble of wagon wheels in the early morning as the carriages passed through from one town to another. Even elections were exciting then, with strong partisanship; and at least once a year old Mac was reformed by the Methodists or the Primlives and marched with his bagpipes at the head of the Whitsun procession, accompanied by the proud minister. Alas! he was nearly always drunken again by evening.

Evening drew softly over our village then. The cawing of many rooks was our evening song; our excitements those of fields and woods. From the books of Buffalo Bill came our inspiration, and films had not claimed our Saturday afternoon pennies. Next-time and harvest were our delights: battles amongst the haycocks and the climbing of tall trees for speckled eggs, cock feathers in our hair and Indian war whoops in the copees. The drowsy afternoons in the school-room, when the blue flies buzzed lazily in the windows and the drone of Gaffer's voice in the geography lesson was broken by the bump of a sleepy head upon a desk.

There is little of it left, and I suppose the schoolboys have new compensations that we never dreamed of; but I still see peg-tops appear with spring, and skipping-rope flash merrily, and I fancy that some things will never die. The tram-cars clang up and down the once quiet street, but iron hoops still flash along the footpath and the tuckshop is adjacent to the school. No doubt the flies still hum on Summer afternoons in the school-room and a head slinks to the desk. There is a Latin tag that would fit ... but never mind that. We all lived once in our lives, and to have been a village schoolboy is to have known adventure, whatever drab things we have become since.—P. Hoyle Jackson, in Manchester Guardian.

"THE DAIRRTY MILE."

City Grumbles in Rhyme.

QUARRELS WITH LANSBURY.

"If the rates you would reduce Curb the refuse you produce." —One of Edinburgh's public poems.

Edinburgh grumbles in rhyme! There is no need to ask natives for their complaints. The complaints are printed on tall standards in rhymed couplets and erected throughout the town.

I stood before the one above, which was erected in Prince's Street. A rather wonderful Edinburgh policeman was near me. I raised my hat and said—

"Officer, if you can, declare Another grouse like the one up there."

He replied with something very "abillins."

I strolled past twenty-three exhortations not to spit, deposit litter, get run over or misbehave generally, and visited a celebrated Edinburgh J.P. I promised him I would not use his name.

"Any complaints?" I asked politely.

"Ye said?" he replied with a puzzled grimace.

"I'm seeing if you have a complaint."

"Praps you have, and praps you ain't," I replied.

He exploded.

The City's Curse.

"Dairrt!" he thundered, "dairrt and dustbins are the curse of this city! The Royal Mile, the most beautiful and historic place in Europe, is 'The Dairrt Mile.' In the Middle Ages we had to duck and dodge to escape refuse from the doors. We are doing the same to-day."

"Edinburgh's dustbins are not emptied until 9 a.m., and people in Prince's and George streets coming to waikirk have to dodge to save themselves from being covered w' muck!"

"You have the most beautiful city in the world," I put in. "And the filthiest!" thundered the J.P. "All the fine old historic places are left dairrt ... dirty. The people are lethargic. Dairrt washing hangs from windows where kings walked!"

"I must say—" I began.

"What would you say if at 9 a.m. in the Strand a woman covered ye w' dust from her door?" said the J.P.

"—I said, simply."

"Do you know what we say in Edinburgh?" he asked.

"Perhaps

Lassie, d'ye think ye must Cover me w' all that dust?" I suggested helpfully.

"We say and do nothing, while Edinburgh gets dairrtier every day," said the J.P.

Turned Down.

At the moment Edinburgh has a grievance against Mr. Lansbury and his Office of Works. It is all about a new building. Scots architects were not consulted and the plans were drafted in London. They were submitted to Scots art associations, who were to judge them and were flatly turned down in every particular!

"Hae we no got a grander city than London w/out ye Southrons telling us they ken fine how we ought to build our own places?" said a Mr. Mackay. "There are finer architects in Scotland than London, ye ken."

"What is going to happen?" I asked.

"All Edinburgh is waiting to see what Lansbury is going to do about it," said Mr. Mackay.

I would like to wager that in a few days' time there appears in George Street or Prince's Street—

"Ware George Lansbury—Southron schemer—

Hae ye no agen the Epatein Rima?"

—D.D. in Daily Express.

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